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BIRTHS.

On September 26, at Shanghai, the wife of H. VAN DER VEEN, of a son.
On September 28, at Shanghai, the wife of H. L. NORCOK, of a son.

MARRIAGES.

On September 10, at Chéfoo, EDWARD FERRIS WILLS, M.A., C.M. of the London Mission, Tsao Shik near Hankow, to AMY LOUISE, widow of the late Rev. F. J. Shipway formerly of the Baptist Mission, Tsao Ping, Shantung.
On the 25th August, at the Real Basilio da Estrella, at Lisbon, Mademoiselle GERMAINE MARIE DU, of Havre, to JOSE NOLASCO DA SILVA, of Imperial Maritime Customs, China.
On September 25, at Shanghai, MILDRED MAY ACKERMAN, of Canton, Cambridgeshire, to JOHN GEORGE MACFARLANE of Sunderland, County Durham, England.

DEATH.

On October 2nd, 1906, at "The Chalet," Peak, Captain LIONEL AUBREY WALTER BARNES-LAWRENCE, R.N., fourth son of the late Canon H. F. Barnes-Lawrence, Bridlington, Yorkshire.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, OCTOBER 6, 1906.

CHINESE ENDURANCE.

(1st October.)

A few days ago we had occasion to make a few remarks upon the subject of Chinese magnanimity, as exemplified by their spontaneous offers, both in and out of the Colony, of prompt pecuniary assistance for the sufferers by the awful holocaust of the memorable 18th September. The reason for our writing as we did was the reading of so-called "histories" of China and the Chinese, compiled by western globe-trotters, and others of that ilk. But the storm has brought out yet another feature of the Chinese character, which does them credit, and which compares very favourably with that of westerners, suffering under such a dire calamity as some of the Chinese are now suffering from—a calamity which has made of them the poorest of the poor, their

very homes, with all their contents, washed from underneath, and, in a multitude of cases, their very clothing ripped off their backs. During the first few days succeeding that evil Tuesday, the sights along the waterfront from the East to West were pitiable in the extreme, and unsurpassable in their utter pathos. Families who had but each other left, with, perhaps, the bread-winner snatched from them, huddled together in their misery, knowing not where to turn for comfort and for warmth in the cold and biting rain, which kept their poor rags constantly saturated, and clinging to their chilled and starving bodies. And here's where the admirable feature of the Chinese character, in the very lowest classes, manifested itself. With all their misery, with all their cold and hunger, with almost everyone mourning the loss of one or other member of their so lately united families, there was no loud outcry; there was no disorderly behaviour; there were no riotous and disgraceful scenes. The victims of the disaster bore their trouble with that patient endurance which, we are told, is God-like, and which might well be emulated by many a western nation under similar conditions and in like circumstances. But more than all this, and most remarkable of all, a condition of affairs which might, not unnaturally, have been expected, and scarcely have excited annoyance or resentment, under such terrible trials as they have had to endure, has been entirely conspicuous by its absence—there has been no begging! All things being equal, could the same story have been told of a Western city under similar circumstances? We opine not. No one could have been surprised if the streets had been literally thronged with beggars, so that an open palm would have been at one's elbow at every turn, and a whining, wheedling voice, imploring *cumshu*, at one's ear. But there has been none of it; and though the warring of the elements which deprived the poor folk of their all—and very little all at that—is now two weeks old, we have not met, in all our investigations and inquiries, a single person who is in a position to say he has been molested or importuned for alms. There may be two causes for this very unusual, but very satisfactory state of things. It may be that the unfortunates have been given to thoroughly understand what the foreigners and their own countrymen are doing for them, and therefore have been exercising this remarkable patience; or it may be that the wealthier classes have taken the matter so well in hand as to, at least for the present, lift the poor victims of that disaster above the necessity for mendicancy. We like to think that both causes contribute to the satisfactory state of affairs in equal degree.

THE LATE CAPTAIN BARNES-LAWRENCE, R.N.

(2nd October.)

And still the tale of the typhoon's victims is not told, for, as will be seen by the announcement in another column, there is yet another victim to be added to the list of those who have lost their lives as a result of that storm's ravages. We speak of the Hon. Captain Barnes-Lawrence, R.N., who, for the past three years has been our respected and highly-esteemed Harbour Master, and then whom, we venture to say, a better or more efficient officer has never filled that onerous position. With all the multifarious business, and the ramifications of his department, visitors and callers found him, at all times, ever the same genial, courteous gentleman, ready to listen to reports, to hear complaints, to attend to suggestions, and to give advice upon all matters pertaining to mercantile marine affairs, whether the giving of such advice came within his province or not. In all such matters he was most approachable, and no one seeking his advice or assistance was ever "sent empty away." As a Harbour Master he lent a ready ear to all suggestions, and considered them and their practicability, being never above accepting a hint, even from the layman and outsider, if it tended to benefit harbour conditions; and many an improvement in the mooring accommodation, the lighting at night, the new piers, are due to his foresight, and thought for the benefit of the mariners frequenting this harbour, as well as of the port itself. It never lost sight of the fact that the port of Hongkong was the first port in point of tonnage in the British Empire, and that he was the Harbour Master of that port, and he recognized that it behooved him to maintain the traditions of the harbour over which he, in a manner of speaking, ruled. And it was in the strenuous exercise of his multifarious duties—some, even, self-imposed duties—that he contracted the illness that proved his undoing, and removed from our midst one of our ablest and most popular officials. His motto appeared ever to be "ask not another to do that which you can do yourself," and so it was that, after that dire and dreadful typhoon of the 18th September, desiring to make up his reports, and gather all the data possible from his own personal observation, and although he was even then in but indifferent health, he made a complete tour of inspection of the harbour proper, viewing the wrecks, making inquiries here and there, and gathering all the facts as they then could be gathered. But, unfortunately, the Colony was not free of typhoons, and Capt. Barnes-Lawrence caught a bad chill, upon which dysentery supervened, and although he stuck to his desk and to his duties, with all the hardihood of a naval-trained officer, he was, at length forced to admit himself beaten, and nine days ago it was announced that the Harbour Master was indisposed, and unable to attend the office for a day or two. And that was the beginning of the end.

Daily inquiries were made at the Harbour Office, and by telephone at his residence, and daily they became, to his friends more disheartening, though no one dreamt of a fatal termination of his illness then, so that when it was announced this afternoon that the Hon. Capt. Barnes-Lawrence had passed quietly away at 1.30 p.m. to-day it came as a great shock, and on all sides expressions of the greatest regret were heard. He was a friend to all, and everyone who knew him, in business or in social life, felt himself at once his friend. As a marine magistrate he appeared to be admirably—aye and more than admirably—fitted for the position, with all its heavy responsibilities, and, many a mariner, this day afloat on many seas, has to thank him for the salvation of his position, and the saving of him from doing foolish things, which would have left him to become stranded, a loafer and beach-comber in this Colony, but for the good advice of his friend the Harbour Master. Many a one will remember how, when called upon to try sailors for various breaches of the Mercantile Marine Laws, he would call them into his private office, and there talk to them—not as Magistrate to accused—but as man to man, and only when they persisted in their refusal to return to duty, would he put them on their trial in open Court. Captain Barnes-Lawrence had seen much service before he retired from the navy, having been in the punitive expedition up the Gambia River in 1875; on the Somali Coast, with the naval expedition in the Kafir War throughout the Egyptian Campaign of 1882; his services being also lent to China. His last post, before transfer to Hongkong, was that of Captain of the Port at Gibraltar. A good, true, and honourable gentleman has gone from amongst us, and many will mourn his loss. To his bereaved wife and family the greatest sympathy will be extended in this their hour of sorrow.

EVENING CLASSES.

(3rd October.)

The opening session of the evening continuation classes which have been promoted by the Government—mainly through the efforts of His Excellency the Governor—begins to-night when students will be enrolled at Queen's College. There can be no doubt that these classes are well calculated to assist the youth of the Colony in completing their commercial education and fitting them for the higher positions in the business world. In many families it is necessary that the sons should become bread-winners at as early an age as possible, with the result that the boys are withdrawn from school practically as soon as they have learned the three R's. Obviously, such an education is totally inadequate to carry a youth to the loftier rungs of the business ladder, or to enable him to take advantage of the opportunities of commercial success. He is handicapped at the very threshold of life, and although a very few manage by indomitable perseverance and natural ability to win that honour and reward for which they have struggled, the majority are bound to remain with the rick and rattle of mankind. Having been removed from school before they had begun to appreciate the advantages of a sound education they have no stimulus to induce them to improve themselves mentally, and there is seldom any voice to encourage them on the path of self-help. For these reasons it is highly satisfactory that the Government has seen its way to provide for the wants of those youths who have been unable to finish their education at the day classes. The fees are decidedly reasonable and it depends upon the student himself whether they may not become still more reasonable, for a certain percentage of attendances and a certain assiduity to their studies will secure the return of the greater portion of the fees. The principal benefit offered by the Queen's College classes is tuition by trained and capable masters who have been specially appointed to the position and are not mere amateurs playing with a hobby. Almost every body fancies that he can become a school master no matter how defective and limited his own education, and, as a consequence, we find schools springing up in all quarters of the city with ignorant or incompetent teachers, who have but the vaguest idea how to impart the scanty crumbs of knowledge they have previously acquired. In one case which occurred in Hongkong the teacher kept up appearances by studying one lesson in advance of his pupils. Of course, the students could gain no advantage from the experience of such a teacher; it was simply the old case of the blind leading the blind. But pupils attending Queen's College are assured of capable masters, fitted in every respect to illumine the mental darkness of youth. It is to be hoped therefore that parents and guardians will send their boys to these evening continuation classes so that they may be equipped with the first essentials of the commercial world and also enjoy the recreation of young labour should recognise that it is their duty to impress upon their youthful servants the duty of attending these classes. A word from an employer is frequently of infinitely more importance and regarded as vastly more authoritative than the pleadings of parents. It partakes of the nature of a command which the youth feels compelled to obey. And after the remarks of His Excellency the Governor on the other day we trust employers will do everything to advance the welfare of the charges under their control and thereby render the evening classes a success. It will be interesting to learn the result of the applications to attend which are received by the organising secretary, Mr. W. H. Williams, at Queen's College to-night.

A NORTHERN APPRECIATION.

Unlimited praise is awarded Hongkong by the newspapers of our sister colonies for the admirable response made by those who have escaped the ravages of the recent typhoon, are now subscribing so liberally towards the relief fund. The *Shanghai Times* for example, remarks: "Our warmest admiration is excited by the spirit shown by the Hongkong people, and while deploring the awful destruction of life and property, we cannot help feeling a glow of pride in the occasion, to think that our sister city has shown herself so great and noble in the face of disaster. Of the magnificent manner in which the Chinese behaved in the emergency we have already written in considerable length." The writer proceeds to quote the *Hongkong Telegraph* and concludes: "Truly a spirit of emulation in good work seemed to pervade all classes of the community, and the record of the Colony on this most fateful occasion is one which ought to be inscribed in letters of gold." While it does not become those who belong to Hongkong to sound panegyrics on the benevolence of the community, there can be no question that the Colony has risen to the occasion and opened its heart to the sufferers. There are hundreds of women and children who have lost their breadwinners and their all, but we may be certain they will be provided for by the generosity of their fellow-citizens. It is frequently asserted that the Chinese are callous in the extreme, that they regard the miseries of others with equanimity, and that they are seldom open to the calls of humanity. But who can aver that who has lived in British colonies where the Chinese form the greater proportion of the population? Time and again in Hongkong the wealthier section of the Chinese have come to the rescue of their poorer compatriots and have shown in the most signal fashion their regard for human suffering. It was the Chinese who spontaneously came forward and through the *Hongkong Telegraph* notified that they were prepared to contribute substantially, to any fund which might be inaugurated by His Excellency the Governor for the benefit of the unfortunate victims of the typhoon. The fund was started and the sympathetic heart of the Chinese is evidenced by a glance at the subscription lists. But this is not the first occasion by any means when the native element has by its deeds confuted the oft-repeated allegation that it was without the bowels of compassion. The *Shanghai Times* has rightly characterised the behaviour of the Chinese residents of Hongkong by the term "magnificent," and those who understand the native community will support the statement. A tribute is also given to the inspiring influence of Sir Matthew Nathan in obtaining aid to relieve the distressed, but as good wine needs no bush so the action of His Excellency needs no praise. It is gratifying, however, to read that the enthusiastic response of the people of Hongkong to the Governor's appeal for help is also appreciated in the Northern Settlement.

NEW PERIL FOR HONGKONG.

(4th October.)

As will be observed from a telegram which we publish to-day from our own correspondent in Shanghai, and apparently it is in the nature of a virulent attack, for fifty Chinese residents have succumbed within the week to the disease. In view of the proximity of Shanghai to Hongkong it behoves the local authorities to adopt immediate measures to prevent an invasion of this Colony by the dreaded scourge. Every day vessels are arriving here from the Northern Settlement bringing large numbers of Chinese coolies who may possibly be infected with the disease; and no one desires to see Hongkong, which has passed through so many vicissitudes during the past year, suffering from an epidemic brought by nomadic natives from the North. It should be possible for the authorities to devise plans whereby cholera may be shut out and kept out of the port. It is true it is undesirable to interfere with the great traffic which exists between the kindred ports, but steps must be taken to guard the people of Hongkong against an influx of cholera-stricken patients from Shanghai. We all sympathise with the Northern Settlement in the new affliction which has befallen her, and we are quite certain that no stone will be left unturned to stamp out the disease and bring the Municipality once more into a state of health. Meanwhile, however, it is the duty of the medical and sanitary authorities here to be up and doing so that we may be free from a fresh pest. Hongkong is only a little over two days' journey from Shanghai, and if there is the slightest delay in taking action we may be flooded with cholera germs which will take months to eradicate. There is therefore not a moment to be lost and the Government will fail in its duty if it hesitates to act with the utmost promptitude.

HONGKONG-SHANGHAI MATCH.

Never was the glorious uncertainty of cricket more aptly illustrated than it was yesterday in the Hongkong-Shanghai match which opened at Shanghai. While local cricketers were not inclined to admit that the local team was the best that could be sent north they took heart from the apprehensions expressed by Shanghai's supporters regarding the strength of their own representatives. Everything seemed to point to the fact that Hongkong's chances to bring back the "ashes" were of the most rosy hue, and the first telegrams received in Hongkong yesterday seemed to confirm that view.

Shanghai was sent to the wickets and made a poor exhibition until the tail end of the team appeared, when what can only be described as a magnificent exhibition of fighting against difficulties was provided. But, after all, a score of 130 runs was a paltry figure to be reached by a team representative of the cricket talent of the Northern Settlement. It was confidently expected that Hongkong would gain a substantial lead on the first innings and thereby increase its possibilities of success on the game. But within an hour of receiving the telegram that Shanghai had been sent out for 130 we received another telegram which was absolutely amazing. Hongkong, whose prospects were "bright and rosy," had topped to the wickets and was out for 46 runs. It seems almost ridiculous; at least, it must have been a melancholy procession of batsmen from, and to the pavilion, when eight wickets were taken for 10 runs and one Shanghai bowler did the hat-trick. Possibly, the visitors lost their nerve, but they hardly justified the hopes of their club-mates. The unfortunate part is that Shanghai will have played to-day with the confidence begotten of success; while Hongkong may lose heart and make a present of the game to their rivals. When the *Hongkong Telegraph* appeared last night with a full report of the scores people wondered, as well they might, whether they were the victims of a hoax—the result seemed so preposterous; but they managed to regain that philosophical view which is characteristic of the Colony, and could only hope for the best. That best, we fear, is not likely to be very great, but if the Hongkong men in face of misfortune should manage to turn the tables on their opponents they could reckon on a reception from the sporting section of the community that would be tumultuous and memorable. Meanwhile we can only hope for a miracle. While regretting the Hongkong team's ill luck now, none will grudge the dashing representatives of the Northern Settlement the fruits of their capable play. Probably that is one of the best features of sport, for it causes the true sportsman to forget to be jealous in presence of a rival's success.

THE BANEFUL EFFECTS OF UNWHOLESOME RICE.

Of the many diseases which afflict humanity in the Far East one of the most baffling is that known as beri-beri, which usually carries off large numbers of the native population. Persistent efforts have been made by the specialists in tropical medicine to discover the origin of the disease and to isolate the bacillus, but up to the present the subject is still matter for speculation, although certain results have been obtained which promise to lead to valuable conclusions. The bacillus has been found, it is stated, but what we are more especially concerned with is the cause of the disease. The medical fraternity may be permitted to conduct their investigation into the remedies which will decimate the bacillus, but it is for us to call the attention of the public to the probable origin of the disease. A long article on the subject appears in the latest issue of the *Journal of Tropical Medicine*, which has just come to hand, and as it bears special reference to the East and to the ravages of the disease in the Southern Settlements where so many Chinese flock it is worthy of consideration. Some years ago it was argued that beri-beri, as found in British Malaya was due to mouldy rice, and although there was a divergence of opinion on the subject the theory is held by many medical men at the present time. In Malaya the coolies are fed on Rangoon rice but we read: "Rangoon rice is more liable to be attacked by moulds and weevils than any other kinds of imported rice; it is also more difficult to clean for cooking, as it soon becomes broken in the necessary process of kneading and washing, but it is cheap and is in common use." The conditions under which rice is shipped from Rangoon are also calculated, it is said, to lead to its deterioration through damp. Dr. John D. Gimlette, who contributes the article in question, and was located for some time in Malaya, observes: "Many of the untrained Chinese were lodged in some newly-erected coolie lines, and it was thought at the time that they were being affected by reason of a somewhat extensive disturbance of the soil which was found necessary when erecting their building. As beri-beri has been thought by some to have an indefinite connection with disturbance of the soil in the tropics stress was laid on the fact; greater attention was paid to sanitation; old buildings were destroyed; the ventilation and hygiene of the camp generally improved, and overcrowding prevented as far as possible." The incidence of malarial cases decreased but on the other hand beri-beri increased, the type being noted for its exceptional virulence. It was not until the latter part of 1905 that the question of diet arose and the connection between mouldy rice and beri-beri examined. The Chinese did not attribute the disease to the consumption of unwholesome rice but to the conditions to which they were subjected in the mines. In December last Dr. Gimlette examined samples of the rice which was being prepared in the coolie lines at the Sokor district hospital and the result was sufficiently startling. He found that these samples were full of the live larvae of a small light brown moth and that the grains of rice were clothed with excrementitious matter. "The worst sample was one taken at the coolie lines occupied by some Chinese miners under contract to a Hailam named Ah Joon. This contained, in addition, a few small beetles, as well as the well-known rice weevil, *Calandra oryzae*, L." Experiments were made with equal quantities of Bau-

toon and Siamese rice and it was found that under ordinary conditions the Siamese rice did not become mouldy so quickly as the Rangoon variety, but the main conclusion arrived at was that "mould on rice is not destroyed by boiling; as it forms sooner on bad samples of rice than on the good samples." "It seems not unlikely," he adds, "that Chinese cooking pans, unless thoroughly cleaned daily, might become contaminated in this way, as well as tubs of water in which rice bowls and spoons are washed on the conclusion of a meal, by reason of rice falling into the tub and decomposing therein." At the same time Rangoon-rice is not to be branded as especially unwholesome. The principal thing is to confine the diet to rice which has not become damp and consequently mouldy through prolonged exposure to the air. Unfortunately, the writer does not offer a suggestion as to how this plan is to be effectively carried out in cases where large quantities of rice have to be kept in stock. The best method where Chinese coolies in mining camps are concerned would be to mill the local rice on the spot in such quantities as might be required from time to time, but of course, that is a tame solution which in the majority of cases, it is to be feared, could not be carried out. At any rate, it would not seem to be practicable in Hongkong, so that if beri-beri is really due to rice which has not escaped contact with the air we still remain in the speculative stage. The problem of beri-beri which is found all over the East and has a special interest for Chinese residents still remains open, but it may be hoped that the investigations of scientists will, at no distant date, result in the discovery of the origin as well as the cure of this baneful affliction.

THE "CHARTERHOUSE" DISASTER.

As if the long list of disasters occasioned by the recent typhoons were not sufficiently heartrending still another was added yesterday by the news that the emigrant steamer, *Charterhouse* had foundered at sea and that some 70 lives had been lost. We had thought that the poignant tale of suffering and sorrow had been completed, that the voracious vengeance of the sea had been satisfied, and that it was possible now to look forward to brighter days, to forget, if possible, the terrible toll exacted by the typhoon in providing for those who have been left to fend for themselves. But the *Charterhouse* renews the story, and the narrative related by the few who were picked up by the *Kohshichang* is pitiable in the extreme. What made the loss of life by the sinking of the *Charterhouse* all the more terrible is the fact that it occurred in the blackest hours of night, miles away from land, and beyond the reach of help. It is possible sometimes to take such measures as will ensure the majority on a sinking ship securing a chance of escape, but at night, amid a raging storm, with the waves running so high that not a life-boat will live in the water, the last chance is practically withdrawn. How Chief Engineer Dowse and the 25 Chinese managed to survive their experience is a marvel. All through that long night, with the typhoon at its height, and the seas playing havoc with the few sparrows which constituted their last hope of escape, they clung to the raft, but it was a dismal outlook for them when day dawned. There was not a drop of fresh water, not a crust of bread—the prospect, indeed, was more dreary than if they had been swallowed up in the trough of the ocean and gained oblivion without the additional hardships of starvation and hopeless misery. For nearly three days, the unhappy survivors of the wrecked vessel were tossed about in the ocean trusting in Providence that they would be picked up. It is pathetic to read of the mother and her child who was lying before her eyes. That help came in the shape of the *Kohshichang*, but the child died on reaching the ship. Of the others continuing the remainder of the crew and passengers not a sign had been seen, and we can only imagine their sufferings before the end came. The typhoons have been awe-inspiring for much misery, but coming as it does when people had become satiated with the effects of the gales, the tale of the *Charterhouse* seems to be the crowning tragedy amidst a veritable multitude of tragedies.

THE YUET-HAN RAILWAY.

Little has been heard of the Canton-Hankow railway for some time and proceeding on the maxim that no news is good news it was generally believed that directors, shareholders and officials were working together harmoniously. From a despatch which we published from a correspondent yesterday, it would appear, however, that a certain amount of friction still exists between some of the parties. On this occasion it was a director and the engineer superintending the construction of the line who had a slight difference, which although trivial in itself may not, unfortunately lead to the conclusion that perfect amity has not yet been established. The director appears to have asked the chief engineer some very pointed questions on the subject of railway construction, to which the official gave answers that were not considered satisfactory by the former. It is a common characteristic of officials to reply to questions submitted by unpractical inquirers on technical subjects in a slightly superior fashion, and probably the engineer of the Yuet-han line is not above inveigling his replies to the questions of curious directors with that slight sarcasm which is peculiarly irritating. At all events, the director bluntly told the engineer that

he was not fit to hold his position, or words to that effect, and there the matter stands. It is not stated whether the engineer replied with a *tu quoque*, but if Chinese engineers resemble their western prototypes he most certainly gave the director a clear and definite view of his opinion of directors in general and that director in particular, probably adding a few choice references to the director's ancestors and personal history. Of course, such contumacious conduct on the part of a mere servant of the company is to be highly reprehended, but it is a well known fact that men who have acquired a technical education have a profound and scarcely disguised contempt for untechnical humanity. In other respects they may be the most genial and charming of people, but in matters concerning their own profession they will not tolerate argument or suggestion. The engineer of the Canton-Hankow railway had, no doubt, the last word in that encounter, but the director has the final say in the matter when it is brought under the notice of the board. Apparently the vernacular papers attach some importance to the incident, for it has been given prominence in the Press and seems likely to lead to fresh developments. In connection with the directorate of the Canton-Hankow railway the rumour is again given currency that the president of the board of directors has resigned in consequence of his dissatisfaction with the views expressed by his colleagues. It is stated that Cheung Pat Shi has been nominated to fill the vacancy and that his candidature is looked upon favourably by the general body of shareholders and the members of the board. Cheung Pat Shi is the promoter of the railway which it is proposed to construct from Canton to Whampoa and thence to Amoy. It might have been thought that the proposed railway being only in its initial stages would have absorbed all the energies of Mr. Cheung for a considerable time to come, but apparently the shareholders of the Yueh-han line believe that a man capable of securing official, that is to say Imperial, assent to a scheme which has been projected by himself, and which he himself proposes to carry out, is eminently suitable to guide and guard their interests in another scheme of railway development. Mr. Cheung was formerly Consul-General for China in the Straits Settlements and like so many of his compatriots made a fortune in the Malayan tin mines. These differences and changes may or may not be of potential significance, but they show at least that the Yueh-han railway construction scheme is not being allowed to drift, but is being pushed forward by the shareholders and officials and its consummation is not to be doubted.

NEW-FANGLED NOTIONS AT KULANGSU.

What may be described as a matter of supreme public interest was discussed at a meeting of the Kulangsu Municipal Council, Amoy, held so far back as the 11th September. Some misguided person in that united and bucolic community has lately had the temerity to import a motor bicycle and deposit himself along the highways and byways of the Municipality. It was not alleged that the throbbling and clatter of the motor had disturbed the somnolent tendencies of the inhabitants or that the fact of any one being in a position to import the new-fangled machine had aroused jealousy where all was formerly concord, but it was claimed that the fact of a motor bicycle whizzing at untold speed along the bypaths was a menace and danger to the residents. "In fact," the mechanical device was a thorough nuisance and should be suppressed without further delay, for there was no telling whether other might not so far lose their equilibrium in a burst of modernity as to invest their savings in a similar contrivance. Here was a subject of sufficient importance to receive the profound consideration of the tribunes of Kulangsu. Should they nip this unwanted and amazing effusion of spirit and order the motor bicycle to be confiscated while the miserable owner should be punished *à la* the prisoner of Chillon, or should they exercise that magnanimity for which Kulangsu is so justly famed? There was no precedent on which to act; the by-laws made no reference to "puffing billies" or "flying Dutchmen" or the like. Matter for thought indeed. But the Councillors were equal to the occasion and they drew up a resolution which was deprecatory, hortatory and appreciative all at one and the same time. It was a resolution which might have been laid before a frivolous son by an anxious father. The Council instructed the secretary "to inform the owner of the motor bicycle that while the Council consider such machines undesirable on the island and any increase in the number of these machines on the roads should be discouraged as they are a source of considerable danger to the public, they realize the care the owner takes to avoid accidents and for the present are willing that a closed time for riding the machine shall be from 4 p.m. to 6.30 p.m." Nothing could be better; nobody could be offended; and yet there is that caution to the rash "delinquent" and that sage advice to others who might be inclined to follow the broad road to destruction which show that the councillors are diplomats as well as advisers—fathers of the people in every respect. It is unfortunate that nothing is said about a penalty should the wild innovator of Kulangsu disregard the "closed time" and persist in careering madly round the Municipality between the hours of 4 p.m. and 6.30 p.m., when the Kulangsu collectors are sauntering towards the new cricket club pavilion in their best bib and tucker and the men are discussing at great length their last poker hand on the previous night. We suggest that the penalty should be something mixed with boiling oil. No one would be so heartless as to suggest that the offender should be banished from the sweet delights and placid peacefulness of the cheerful Kulangsu. But perhaps if the villain persisted in his nefarious practices it might come to that. We trust most sincerely that the people of Kulangsu will take the advice of their city fathers and have nothing

whatever to do with those soul-racking, heart-breaking, irresponsible, disgusting and plebeian motor bicycles. If only Hongkong would take the same advice we might be almost as happy as Kulangsu.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI POLICE STRIKE.

VOLUNTEERS MOBILISED.

SIKHS BEFORE THE COURT.

JUDGE'S APPEAL TO LOYALTY.

(From Our Own Correspondent.)

Shanghai, 1st October, 2.50 p.m.

One hundred and five Sikhs of the Indian contingent of the Municipal Police went on strike yesterday.

The Volunteers were mobilised.

The disaffected police were disarmed and subsequently confined to barracks.

The stations affected by the strike are—Hongkew, Central, Louza, Bubbling Well Road and Sinza.

Eight of the Sikhs, alleged ring-leaders of the strike, were charged to-day before the Court. They were conducted to the Consulate under an escort of Naval Guard.

The presiding Judge, appealed to the loyalty of the men to return peacefully to duty. His Lordship addressed the Hongkew strikers and trusted that they would return to their station with minds disabused of their alleged grievances.

The men did not appear to be moved by the Judge's address and were still dissatisfied, but left the Consulate without manifestations of hostility to the authorities.

Two of the Yangtzepoo intimidators were sentenced to three months' imprisonment with hard labour.

SIKHS RETURN TO DUTY.

EFFECT OF JUDGE'S ADDRESS.

(From Our Own Correspondent.)

Shanghai, 1st October, 4.25 p.m.

The Sikh police have returned to duty temporarily after being further addressed by the Judge.

SIKHS RESUME DUTY.

(From Our Own Correspondent.)

Shanghai, 2nd October, 12.10 p.m.

The Sikh police, who went on strike on Saturday evening, returned to duty yesterday afternoon.

INTERPORT CRICKET.

ARRIVAL OF HONGKONG TEAM.

(From Our Own Correspondent.)

Shanghai, 1st October, 2.50 p.m.

The Hongkong cricketers arrived here on Sunday morning. Our guests will be entertained at the Country Club to-day.

OPENING MATCH POSTPONED.

(From Our Own Correspondent.)

Shanghai, 2nd October, 12.10 p.m.

There has been a drizzling rain all last night and the weather continues much the same to-day. The condition of the cricket pitch is such that the opening match has had to be abandoned, for to-day.

THE INTERPORT MATCH.

The N. C. D. News of 25th ult. says:—

Saturday's cricket was not particularly favourable to cricket and the matches played, though interesting to themselves, could not have helped the Selection Committee very greatly in choosing the team to meet Hongkong next week. No objection is likely to be taken to the ten names chosen on the form shown during a greatly interrupted season. Nine of them were included in the dozen cricketers whose play we criticised a fortnight ago, and the tenth, Mr. Weipert, was not then back in Shanghai. His appearance behind the wickets on Saturday was very welcome and it was evident that he had not lost his old-time sureness of hand and eye. Accounts from Hongkong indicate that the visitors will have a very respectable eleven and it is noticeable that all are spoken of as very safe in the field. The players in the Far East are not to be slack. The players in the Far East are not to be slack. The players in the Far East are not to be slack.

At the end of this week. Although the match comes early in the social season, our visitors will not lack a hospitable reception. On Tuesday night following the first day's play there is to be an open-air gala with fireworks on the cricket grounds for Wednesday a smoking concert at the Lyceum is promised, and on Thursday there will be a dance at the Shanghai Club. Members of the Cricket Club are invited to subscribe to these entertainments. Lists will be found at the Club house and at the Shanghai Club.

CHANGES IN SHANGHAI TEAM.

WEATHER CONDITIONS FAVOURABLE.

(From Our Own Correspondent.)

Shanghai, 3rd October, 10.25 a.m.

The weather to-day is fortunately excellent and the ground for the interport cricket match is in good condition.

The match commences at 11 a.m. and there are already signs that there will be a large attendance.

Messrs. Martin and Wheen replace Messrs. Turnbull and Lanning in the Shanghai team.

SHANGHAI'S FIRST INNINGS.

ALL OUT FOR 130 RUNS.

HONGKONG'S PROSPECTS—BRIGHT AND ROSY.

(From Our Own Correspondent.)

Shanghai, 3rd October, 1.45 p.m.

Hongkong won the toss and elected to send Shanghai to the stumps.

The wicket is sticky, but it is gradually improving in the fine weather which is being experienced.

Weipert made a splendid stand against the Hongkong bowlers and along with Martin punished Mr. H. E. Stanger-Leathes most effectively.

As a result the bowling proved very expensive when the eighth and ninth wickets came on.

Mr. T. E. Pearce being unwell has been replaced by Mr. H. R. Phelps.

The score up to the time of the adjournment for tiffin was 112 for eight wickets.

At that hour Weipert had knocked up 40 and seemed to be going strong.

Martin proved an excellent partner and his score stood at 27.

Later.

After tiffin, however, Weipert was caught by Phelps when he had only added 7 to his score, while Martin was only able to put up another 5.

The total for Shanghai's first innings was 130.

Hongkong's prospects are rosy and a win for the southern Colony would be very popular. In fact, it is confidently believed that Hongkong is bound to achieve a victory.

The score stands as follows:—

T. Wallace, l.b.w., b Bird..... 5

Ollerden, c and b Hancock..... 12

W. H. Moule, st. Bird..... 5

L. Walker, c Hancock b Bird..... 3

V. H. Lanning, c and b Hancock..... 5

G. C. Dew, l.b.w., b Hancock..... 12

W. K. Stanger, l.b.w., b Bird..... 3

W. H. C. Weipert, c Phelps, b Bird..... 47

Martin, c and b Hancock..... 32

F. M. Guilloyle, run out..... 1

Whean, not out..... 0

Extras..... 5

Total..... 130

HONGKONG'S HOLOCAUST.

EXTRAORDINARY COLLAPSE OF THE TEAM.

(From Our Own Correspondent.)

Shanghai, 4th October, 2.27 p.m.

Hongkong went to the wickets when a most extraordinary collapse occurred.

The entire team was dismissed for 46 runs.

Lanning took eight wickets for 10 runs.

Guilloyle had two wickets for 31 runs.

The hat trick was performed by Lanning.

SHANGHAI'S SECOND INNINGS.

POSSIBLE CHANCE FOR HONGKONG TO DRAW.

(From Our Own Correspondent.)

Shanghai, 4th October, 2.27 p.m.

Again there was a large attendance of spectators at the interport cricket match to-day.

When wickets were drawn last night three of Shanghai's team were down for 80 runs.

Matters did not appear to be so favourable for the Shanghai men to-day as they were yesterday.

The highest score was made by Walker who raised his overnight score from 8 to 20, when he was caught by Turner from a ball nicely placed b Bird.

Lanning had 0 to his credit when stumps were drawn last night.

He had only added one more to that figure on resuming to-day, when he was clean bowled by Stanger-Leathes.

The remainder of the wickets seemed to have a taste of the luck which fell to the lot of Hongkong yesterday.

How was dismissed for 6; Weipert, yesterday's top scorer, had to

retire with only 1 to his credit, and Guilloyle did little better, although he managed to compile 12.

Shanghai having compiled 121 left Hongkong to knock up 206 to win.

Dixon and Lucy did not show to any great advantage being out for 10 and 1 respectively.

Turner was similarly bowled by Lanning for 1, and then the tiffin adjournment was taken.

Smith and Hancock were not out, with 10 and 6 to their credit respectively.

Hancock was playing a forcing game which proved very effective.

HONGKONG BADLY BEATEN.

ALL OUT FOR 66 RUNS.

(From Our Own Correspondent.)

Shanghai, 5th October, 3 p.m.

After tiffin Hongkong again faced the Shanghai bowlers.

Hancock only remained a short time when he was caught by Moule from Lanning's bowling.

Smith fell to a catch by Moule after adding one to his score and thereafter it was a procession.

The visitors were all out when the score totalled 66.

Lanning had five wickets for 34; Moule three for 18; and Dew one for 11.

Below are the scores for the two days:

SHANGHAI.

FIRST INNINGS.

T. Wallace, l.b.w., b Bird..... 5

Ollerden, c and b Hancock..... 12

W. H. Moule, st. Bird..... 5

L. Walker, c Hancock b Bird..... 3

V. H. Lanning, c and b Hancock..... 5

G. C. Dew, l.b.w., b Hancock..... 12

W. K. Stanger, l.b.w., b Bird..... 3

W. H. C. Weipert, c Phelps, b Bird..... 47

Martin, c and b Hancock..... 32

F. M. Guilloyle, run out..... 1

Whean, not out..... 0

Extras..... 5

Total..... 130

SECOND INNINGS.

H. Ollerden, c and b Hancock..... 12

R. J. Martin, b Moule..... 17

W. H. Moule, l.b.w., b Leathes..... 24

L. Walker, c Turner b Bird..... 20

V. H. Lanning, b Stanger-Leathes..... 10

G. C. Dew, b Stanger-Leathes..... 6

W. K. Stanger, c Hancock, b Stanger-Leathes..... 1

T. Wallace, b Bird..... 1

W. K. Stanger, b Bird..... 2

F. M. Guilloyle, c Mackay, b Stanger-Leathes..... 12

A. F. Whean, not out..... 3

Extras..... 10

Total..... 121

HONGKONG.

FIRST INNINGS.

H. W. Smith, c Stanger, b Lanning..... 0

L. Lucy, b Guilloyle..... 0

W. C. D. Turner, b Lanning..... 20

B. Hancock, b Lanning..... 2

W. Woodward, b Lanning..... 2

W. Dixon, b Lanning..... 11

G. E. Morrell, b Lanning..... 0

H. Stanger-Leathes, c Walker, b Guilloyle..... 0

C. P. Mackay, l.b.w., b Lanning..... 0

R. E. O. Bird, b Lanning..... 0

H. R. Phelps, not out..... 0

Sundries..... 5

Total..... 46

SECOND INNINGS.

W. Dixon, c Weipert b Dew..... 10

L. Lucy, b Lanning..... 0

W. C. D. Turner, b Lanning..... 0

G. E. Morrell, b Lanning..... 2

W. Woodward, b Lanning..... 0

G. E. Morrell, not out..... 9

H. Stanger-Leathes, run out..... 1

C. P. Mackay, b Lanning..... 3

R. E. O. Bird, c Dew b Lanning..... 0

H. R. Phelps, c Wheen b Moule..... 3

Extras..... 3

Total..... 66

INTERPORT AMENITIES.

TENNIS TOURNAMENT TO-DAY.

(From Our Own Correspondent.)

Shanghai, 5th October, 2.20 p.m.

An interport tennis tournament is in progress to-day.

BARON GENERAL KODAMA.

ATTEMPTED ASSASSINATION BY HUNGKUTZE.

(From Our Own Correspondent.)

Shanghai, 2nd October, 12.10 p.m.

A member of the Hungkutzze raiders fired fifteen shots, with murderous intent, at Baron General Kodama near Yungkingkai.

The General fortunately escaped unhurt.

PEKING-KALGAN RAILWAY.

FIRST SECTION OPENED.

(From Our Own Correspondent.)

Shanghai, 2nd October, 12.10 p.m.

The first section of the Peking-Kalgan railway was opened yesterday.

The railway between Kungtulin and Shunmiatzo was also opened yesterday.

CHOLERA AT SHANGHAI.

FIFTY CHINESE DEAD THIS WEEK.

(From Our Own Correspondent.)

Shanghai, 4th October, 3 p.m.

Cholera has made its appearance in Shanghai.

Fifty Chinese have succumbed to the disease during the present week.

SENSATIONAL ROBBERY AT SHANGHAI.

JEWELLER'S ASSISTANT DRUGGED.

THIEVES DECAIM WITH \$50,000 WORTH OF JEWELS.

(From Our Own Correspondent.)

Shanghai, 5th October, 2.20 p.m.

A sensational jewel robbery was committed in Shanghai yesterday.

Two foreigners entered a jeweller's establishment in Yunnan Road, drugged the shop assistant, and decamped with diamonds to the value of \$20,000.

The alarm was immediately raised and information sent to the police authorities.

Detectives were sent out to scour the city and half an hour later the accused were captured.

The two men were brought before the Court to-day and remanded.

SUIT FOR GOODS SOLD.

AN IGNORANT PLAINTIFF.

(From Our Own Correspondent.)

Shanghai, 5th October, 3rd inst.

At the Supreme Court, this morning, before His Honour Mr. A. G. Wise, Puisne Judge, presiding in Summary Jurisdiction, the Wing Fuk Wo firm, of No. 14, Hunghom, grocer, sued Chan Fuk, alias Chan Lai Tong, of No. 83, Temple Street, Yaumatei, for the recovery of the sum of \$63.03, being the balance alleged to be due by defendant to plaintiffs for goods sold and delivered by the latter to the former.

THE TYPHOON.

THE RELIEF FUND.

FURTHER CONTRIBUTIONS.

Mr. H. Hunter, the hon. treasurer, acknowledges with thanks the following subscriptions:	
Already acknowledged	\$7,223.65
Nippon Yusen Kaisha	3,000
Banque de l'Inde	2,000
Chartered Bank of India	2,000
and China	2,000
Carlson & Co.	1,000
Mercantile Bank of India, Ltd.	1,000
Mitsui Bishi Kaisha	1,000
Netherlands Trading Society and Staff	1,000
Hughes & Hough	250
Palmer & Turner	250
Collected by China Mail Ltd.	199.57
Staff, China and Japan Telephone & Electric Co.	136.50
A. F. Arcull	100
H. F. Carmichael	100
European Staff, A. S. Watson & Co.	100
Ltd.	100
G. Kumabe, Consul for Japan	100
Lane Crawford & Co.	100
A. R. Marry	100
Denison, Ram & Gibbs	75
Mr. and Mrs. S. T. Dunn	50
A. C. Hynes	50
R. R. Hynd	50
B. L.	50
A. Rodger	50
St. Andrew's Chapter	50
His Honour Mr. A. G. Wise	50
Collected by China Mail Ltd.	46
A. B. Avastia	25
T. E. Cocker	25
Li. Col. H. G. Pitton, D.S.O.	25
B. A. Hale	25
E. A. Irving	25
P. N. Jones	25
O. K. Kong Sing	25
E. Buxton Forman	20
W. S. Dupree	10
Miss H. S. Fletcher	10
Miss S. V. Fletcher	10
Miss Johnstone	10
J. P. M.	10
Albino Moreno	10
E. A. Nicholls	10
Miss L. A. Eyre	5
Mrs. Lai Yau Chee	1

\$904.51.72

THE CANTON RIVER FLEET.

DOWN RIVER STEAMERS WEATHER HOUND.

The first arrivals in port of the Canton River fleet of passenger steamers since Friday morning last were the *s.s. Hankow* and the *s.s. Kwangtung* which came in within a few minutes of each other yesterday (Sunday) forenoon. The storm of Friday night and Saturday was responsible for no less than three river boats and four ocean steamers bound down river from Canton leaving in shelter from Friday night until Sunday morning. To relate the experiences of any one of these vessels is to narrate the identical account of the rest; all being anchored within a radius of a few hundred yards of one another went through the same incidents throughout the thirty-six hours previous to the vessels leaving anchor for Hongkong on Sunday morning.

The *s.s. Hankow*, Capt. B. Branch, of Messrs. Butterfield and Swire, was the first to reach Hongkong yesterday, and on her arrival passengers of her voyage were gathered on board. The *Hankow* left Canton on her usual return trip on Friday evening, 28th ult., at 6.23 p.m. Proceeding down river no eventful incident occurred and there were no indications at the time of an impending storm. At ten o'clock the same night the *Hankow* met the French steamer *Paul Beau*, *Yinking* and *Powan* within seven minutes of one another on their way up to Canton from Hongkong. The *Hankow* stopped and spoke these vessels, when Capt. Branch learned that at 5 o'clock on Friday evening the typhoon had been fired at Hongkong indicating the approach of a gale. The up-river steamers after imparting the information to the *Hankow* proceeded to Canton. At this time those on board the *Hankow* observed the *s.s. Kwangtung* (Capt. Walker) returning to anchor. The *s.s. Hankow* soon after turned round and anchored off Tai-lung Island. This was at 10.30 p.m. To continue the journey would be to run into the gale which began to blow with great force in the vicinity of Hongkong shortly after eleven o'clock on Friday night. In anchoring at the time, he did Capt. Branch was just exercising the utmost caution dictated by good seamanship born of the experience of many years' trading in these waters.

For an hour or two after anchoring, no abnormal weather prevailed. Shortly before midnight, however, it commenced to blow very hard with heavy rain squalls. Throughout Saturday there was no sign of the wind moderating; quite a gale blew all that day, the wind gradually veering to Eastward with heavy squalls.

On that day (30th Sept.) the *s.s. Powan* left Canton for Hongkong at 8 a.m. At about noon Capt. Valentine decided to anchor also; the *Powan* dropped her "mud-hook" within hailing distance of the paddle-wheeler.

It was not until a late hour on Saturday afternoon that the gale began to ease down a little, the wind appearing to be at its height at 2 p.m. when the barometer read 29.45. The lowest reading recorded on board during the gale was 29.10, and the wind was blowing in a well sheltered position by the Rev. J. H. France, the oldest acquaintance and fellow-workers of the late Bishop Hoare, in commemoration of whom the services were specially held. Both speakers delivered very eloquent addresses, full of eulogy of the prelate, who had been called away, and of sympathy for his suddenly bereaved family. At the close of each service funeral dirges were played by Mr. Denman Fuller, the organist of the Cathedral, the congregation standing while.

SUSPECTED LOSS AT GAP ROCK.

NOTWITHSTANDING THAT IN-COMING STEAMERS REPORTED THAT ON PASSING GAP ROCK, EVERYTHING

APPEARED AS USUAL, THE ABSENCE OF DIRECT NEWS

FROM THAT POINT CAUSED THE HARBOUR AUTHORITIES

TO TAKE SOME STEPS TO ASSESS THE SITUATION.

THE VACUUM OIL CO.

The Vacuum Oil Company report that two

Chinese lighters were lost in the typhoon, one

off the Norddeutscher Lloyd's godown at West

Point, and one near the *s.s. Verano*. These

lighters were laden with barrels and cases of

the company's product, which are believed to

have been blown or drifted in-shore some-

where, and are now being sought.

THE FAIRWAY BUOYS.

After all the trouble of getting the Fairway

Buoys, which were capsized in the disaster

of the 18th inst. righted and ready to replace

their proper positions, they were again top-

pled over by Saturday's blow, and all the la-

bourer fighting them will have to be done

over again.

LARGE JUNK ADRIPT.

On Saturday, during the storm, a large junk

was observed to be drifting helplessly out to

the west. The junk appeared to have been

abandoned, as there were no signs of life to be

seen on board of her.

OFFENSIVE GARBAGE.

The Sanitary Department had been doing

all it could to remove the piles of garbage and

refuse lying all along the Praya Central and

West, when the storm of Saturday came along

and stopped them in the work. The result

is that to-day the offensive odours along

that district have been well nigh unendur-

able. The Sanitary officials, no doubt, with the

best intentions, smothered the heaps with lime

and disinfectants of sorts, and the resultant

combined stench can be better imagined than

described. No one going along that thorough-

fare on business returned by the same route—

one experience was more than sufficient.

"GOOD ROADS."

If anyone there be needing confirmation of,

before endorsing the Hon. Mr. Hewitt's re-

marks about the condition of the roads, "as

uttered at the last Legislative Council, he need

only walk or drive 200 yards west of Blake

Pier, and he will get all and more of any con-

firmation he wants. There also the Hon. the

Director of Public Works should find an object

lesson!

CEMETERY WALL COLLAPSES.

The after effects of the typhoon is now being

felt in the Colony. On Friday night last the

retaining wall of the Roman Catholic and

Public Cemetery collapsed. Shortly

after this occurred a portion of the hillside fell

into the Catholic cemetery, and several of the

graves were damaged. This is the third time

that we have had to report the collapsing of

this retaining wall. The damage done on this

occasion is estimated at \$2,000.

FATAL COLLAPSE OF SERVANTS' QUARTERS.

At about eight o'clock on Saturday night the

retaining wall near "Brasée," a boarding

house, kept by Mrs. Watt, at No. 20, Macdonnell

Road, collapsed, and this resulted in the coolie

quarters and the cook-house of the boarding

house being razed to the ground. The matter

was communicated to the police by telephone.

5.30 p.m. with a full general cargo and the full

complement of Chinese passengers, about 600

all told, and carried besides about fifty head

of cattle. Before leaving Canton he observed

a vivid sunset and had faint suspicions that a

storm would be approaching somewhere in

the neighbourhood. Journeying down river the

passage was smooth and uneventful. Reaching

Tiger Island he met the Hongkong night

boats going up river, which led him to

conclude that the vessels must have left

port earlier than the schedule time for

least of a storm. He spoke the *Yinking*

at 9.30 p.m. These vessels signalled to the

Kwangtung that the black signal had been

hoisted in Hongkong. Capt. Walker, ac-

cordingly, thought advisable to turn round

and anchor. This was about 10 p.m. on the

28th September. The vessel remained

at anchor until 6 a.m. on Sunday, the

30th Sept. The weather throughout was

described as overcast, squally and generally

bad, the lowest reading of the glass was 29.45

at 3 p.m. on Saturday. At anchor near the

Kwangtung, were the *s.s. Hankow*, *Powan*, *Sulphur*, *Mahtile* and *Chowfa*—all bound

down river. The Chinese passengers were ade-

quately supplied with biscuits kept on board

for emergencies. Capt. Walker had ten times

opened, which were freely distributed to the

lower deck passengers who cared to avail them-

selves of the ship's rations. The better class

Chinese elected to obtain their meals from the

compradore's department on payment. The

Kwangtung sighted the *Lungshan* ashore in

Lantau near the Brothers.

THE ADMIRAL'S SYMPATHETIC MESSAGE.

His Excellency the Governor has received

the following telegram from the Commander-

in-Chief, Chinese details typhoon. Squadron

offers sincere sympathy to Colony.

"ADMIRAL MOORE."

To which His Excellency has replied—

"On behalf of Colony I express deep grati-

tude for kind message of sympathy."

"NATHAN."

S.S. "MONTEAGLE" IN DOCK.

H.M.S. *Flora*, which was drydocked in the

No. 1 dock at Kowloon last week for cleaning

and general overhaul, was undocked this morn-

ing. The cruiser's place was almost im-

mediately taken by the C. P. R. Co.'s *s.s.**Monteagle*, of the intermediate service, which

had been lying at anchor some days at the far

eastern section of the anchorage awaiting the

available berth in the Admiralty dock for re-

pairs which are generally believed to be more

or less extensive. As far as could be ascer-

tained from the first examination of the condi-

tion of the ship, it was found that the worst

of the damage done to the ship this morning, it

is known that the *Monteagle*, through the effects

of the tossing and bumping she experienced

on the morning of the 18th inst., escaped with

so to speak, comparatively small damages.

Her rudder is gone; the huge propeller of the

mammoth liner is twisted, besides some blades

being carried away. The sternpost has suffered

damage, and there is a suspicion that, upon

closer examination, it will be discovered that

the *Monteagle*'s keel has not altogether escaped

harm, though it is hoped that the worst may

not be as bad as first reports make it to be.

S.S. "VOLUTE" IN THE TYPHOON.

DECK FITTINGS DAMAGED.

The German steamer *Volute*, which left

Singapore for this on the 23rd ultimo, steamed

into port this morning to a most disreputable

condition, having had a touch of the typhoon.

In all she took nine days to do the journey.

The *Volute* got into the teeth of the gale on

the night of the 28th ultimo and well into the

29th. She was then about 150 miles from

Hongkong. According to the captain's report

the wind blew with hurricane force, and the

sea which ran mountain high was continually

washing over the vessel doing serious damage,

not to the ship itself, although she was badly

plucked about but to her deck fittings. Every

moveable thing on deck was either washed

overboard or will require renewing. Deck

rails were ripped from their positions, sky-

lights smashed and life-boat's stove in, and

other minor articles "to be replaced," too

many to mention. In fact, the ship looked

like a wreck when viewed from the waterfront.

Soon after the vessel was anchored Captain

E. Stott requisitioned for services of the

surveyor, who made a minute examination of the

boat. The vessel will not go to dock. Re-

pairs to her will be completed in a day or two

when she will be able to leave this harbour

again looking sleek and span once more.

The *Volute* is a vessel of 2,500 tons. She

was brought with her cargo of petroleum.

SICAWEE OBSERVATORY NOTES.

Sicawei, 22nd September, 1906.

So many naval officers, shipmasters and other

friends have applied to the observatory for in-

formation respecting the disastrous typhoon of

the 18th, that we feel we must meet a general

desire in publishing at once the following notes,

though they must necessarily be very imper-

fect and will have to be completed, and per-

haps corrected, when the observations and

documents are at hand, which we hope to

receive as usual by the kindness of our

friendly friends.

The storm was a typhoon, with a narrow

diameter, but regularly shaped; somewhat of

the one which took the coast between Amoy

and Swatow during the night of the 9th

inst.

The following communication has been ad-

dressed to the *Straits Times* and is published

here as being by far the best mode of affording

explanation to the public in the Straits as to

the Colony's attitude at present in reference to

the proposed transmission of monetary help to

Hongkong. Reading between the lines of the

Hon. Captain Arthur Young's letter reveals to

us all the situation of our Sister Crown Colony

as the more pathetic and deplorable. If we in

the Straits need not be called upon to help

with money, our hearts at all events go forth in

sympathy with the afflicted and the distressed.

To the Editor of the *Straits Times*.

Sir,—With reference to the request made by

the Honourable Mr. Napier at the meeting of

the Legislative Council on Friday last, on the

subject of this Government rendering help to

the Colony of Hongkong in the terrible cata-

strophe which she has suffered, I have to inform

you that this Government has been in com-

munication with the Governor of Hongkong

on this subject. A reply has been received in

which it is stated that while most grateful for

the expression of sympathy, the Government of

Hongkong with the aid of private subscriptions

will, it is considered, be able to do all that is

necessary for the relief of survivors. So many

whole families have been lost among the boat

population that the number to be relieved is

relatively small as compared with the extent of

the disaster.—I have the honour to be, Sir,

Your obedient servant,

(Signed) ARTHUR YOUNG,

Colonial Secretary,

Straits Settlements.

SINGAPORE'S GOODWILL.

MANILA AND HONGKONG OBSERVATORIES

COMPARED.

3rd inst.

The *Straits Times*, of 25th Sept., says:—

The following communication has been ad-

dressed to the *Straits Times* and is published

here as being by far the best mode of affording

ex

DOUGLAS STEAMSHIP CO., LTD.

ANNUAL MEETING.

1st inst.

At the twenty-third ordinary general meeting of shareholders in the Douglas Steamship Company which was held in the company's office, at noon, today, there were present: Mr. H. P. White (Chairman), Hon. Mr. W. J. Gresson, Messrs. A. Babinion, A. G. Wood, Directors; Messrs. J. A. Jupp, I. S. Perry and S. H. Michael.

The notice convening the meeting having been read.

The Chairman said:—Gentlemen, The report and accounts having been in your hands for some days, I will, with your permission, take them as read. We, in common with other shipping interests in the East, have suffered from the extreme depression of trade generally and competition on our lines has been rendered keener by the paucity of remunerative employment outside. The heavy increase in the price of coal during the year has proved seriously detrimental to, and extra-docking charges, as pointed out in the report, have still further militated against profitable working of the steamers.

During the year the *Antonia* has frequently had to shut out cargo—which was diverted to opponents—and had the steamer which was proposed to be built last year, which while carrying considerably more cargo would have cost little more to run, been in her place, we should have been able to run her at a fair profit, considering the abnormal conditions prevailing during the year and have materially lessened our position. After due consideration the general managers and consulting committee have decided to offer to shareholders a dividend of five per cent., which, it is hoped, will be considered a fair one in a bad year. As regards the present year's working, prospects are certainly more favourable. Earnings to date are fairly good. Coal is considerably reduced in price, and we trust will still go lower; we shall make a considerable saving in insurance of steamers; while keeping them fully insured, and if trade improves and there are no outward extra docking expenses, we venture to think we may look for a considerable improvement in the net result of the working of the steamers. The recent disaster to the Colony, which we all deplore, will doubtless dislocate the working of cargo for some time and we are fortunate in having the use of our wharf, which at the present juncture is of the utmost value. It is with regret that I have to refer to the death of Mr. C. H. Thomson, who was a member of your consulting committee for some years. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions that shareholders may wish to ask.

It was specially impossible at this stage, owing to the noise in the street and the undertone of the speakers, for those at the presiding table to hear all that was being said. We managed, however, to obtain afterward a gist of the subsequent discussion.

Mr. Perry said he begged to differ with the Chairman when the latter said that the *Antonia* was a small boat and consequently could not pay her way. The remaining two steamers, the *Haitian* and the *Antonia*, were large enough for the trade and even then these vessels did not bring a good return to shareholders considering their outlay.

The Chairman was understood to have replied that owing to the bad condition of trade and the keen competition they could do no better, but he expected better results next year.

Mr. Perry then referred to the question of building a new steamer for the company. This did not fall in with his views at all. The cost of building a new vessel would cost \$320,000, and on this money the shareholders were now getting a return of \$18,000. He could not see how the business could be improved; in fact, it was the loss of money in the venture. Continuing, Mr. Perry understood that the company had made private arrangements with a Chinese firm for taking goods at a certain freight, and he thought that no improvement in freight could improve the position of the company.

The Chairman in reply to the last question said that the arrangement was with respect to Swatow only.

Mr. Perry asked how it was possible to improve the company's position when the investment of \$340,000, which was now getting a return of \$18,000, while the three steamers of the company, which were valued at \$635,000 only brought in a return of \$14,000. The only way, continued the speaker, that we can improve our position would be to effect retrenchment.

The Chairman replied that they were making retrenchment in the price of coal and the insurance of steamers.

Mr. Perry's concluding remarks were that unless retrenchment in the general expenses was brought about he did not see how they could improve the shareholders' position.

No more questions being put.

The Chairman proposed the adoption of the reports and accounts.

Mr. J. A. Jupp seconded.

Carried unanimously.

The Chairman proposed the re-election of Hon. Mr. W. J. Gresson, Mr. A. Babinion and Mr. A. G. Wood to the consulting committee.

Mr. J. A. Jupp seconded. Carried.

The Chairman proposed, and was seconded by Mr. J. S. Perry, that Messrs. W. H. Perry and A. R. Lowe be re-elected auditors for the ensuing year.

Carried *con.*

The Chairman: That is all the business before the meeting, gentlemen. Thank you for your attendance. Dividend warrants will be ready this afternoon.

MEDDLESOME COOLIES.

INTERFERING WITH "KINSHAN'S" LABOURERS.

1st inst.

At the Police Court this morning, at the request of Detective-sergeant Wilden, Mr. H. H. J. Gompertz ordered five men—a farmer, a shop-keeper, a doctor and a fisherman—to be detained by the police until the 4th instant when they should be called upon to show why they should not be punished for interfering with the work on the s.s. *Kinshan*. That was also the most convenient date for Captain W. E. Clarke, of the Hongkong, Canton and Macao Steamboat Company, to attend the Court to prosecute the quintette.

The charge against the defendants was that of disorderly behaviour at Tai-lam-chung on the 28th ultimo.

Tai-lam-chung is very near the place where the *Kinshan* went ashore during the typhoon, and it is from that place that coolies are being engaged to assist in re-floating the vessel. Labour is scarce in that part and the defendants, knowing this, informed the coolies not to work for nothing. A number of coolies were engaged and defendants, who thought they were working too cheap, advised the men to stop work. The labourers would not comply with their request and it was alleged there was a scene, in which, according to our information, the labourers were threatened. The men were then arrested.

RT. REV. BISHOP POZZONI.

1st inst.

To-day being the first anniversary of the consecration of his Lordship Bishop Pozzoni, a High Mass was celebrated at 7.30 a.m. at the R. C. Cathedral. Rev. Fr. de Maria officiated, and was assisted pontifically by his Lordship the Bishop.

All the Catholic clergy in the Colony, the students of St. Joseph's College, the scholars of the Italian and French Convents, as well as the inmates of the Orphanages attended. At 8.30 a.m. at the Mission House the Chinese members of the congregation met the Bishop when a congratulatory address was presented to his Lordship.

POLICE DISSATISFACTION.

POLICEMEN DESERTING.

1st inst.

For some time past there has been a feeling of general dissatisfaction among the junior European members of the local police force, and on Saturday last the crisis was arrived at when three European policemen—one of them a sergeant—deserted the service. Where they have gone to is a matter for conjecture; that they have left the Colony is a certainty.

What the grievance is about was not said, but from recent conversations overheard it appears that their salary is the cause of the trouble.

Hon. Mr. F. I. Bodeley, captain superintendent of police, was seen by a reporter this morning and he pointed blank refused to discuss the subject.

From other sources we were able to obtain further particulars, which were to the effect that desertions were talked of some months ago, but as they had hopes that the Secretary of State's reply regarding the matter of exchange compensation would be satisfactory, they waited eagerly for the reply. The reply to His Excellency the Governor's despatch from the Secretary of State was recently received, and as we all know, was unsatisfactory to a certain section of the Police. This so shattered the hopes of the policemen that a few have decided to desert the force and trust to Providence in the future.

"What is the good of remaining in the force?" said an officer to-day. "You are paid like a coolie and what chances are there for promotion? None whatever." Continuing, he said that the salary of a constable, at the present rate of exchange, amounted to £70. "Now what can a man do with £70? After paying the rent and other little expenses, what is there left?"

Asked whether he thought there were going to be further desertions, he replied that he would say nothing more.

As far as things had gone up to the present it is a serious matter for the Colony, and it would be well for the Governor to inquire into the affair before it reaches a more serious stage.

SANITARY BOARD.

1st inst.

The usual bi-monthly meeting of the Sanitary Board was held this afternoon, the usual members being present, when the following business was transacted.

THE RETURN OF THE PRESIDENT.

The Board tendered their welcome to Dr. J. M. Atkinson, the Principal Civil Medical Officer, and President of the Board, on his return from leave at home, which Dr. Atkinson acknowledged in a few suitable phrases.

THE LOST DUST-BOATS.

The following minute from the Medical Officer of Health, relative to the loss of all the dust-boats during the recent storm, was submitted to the Board. The scavenging contractor reports the loss of all his boats. He tells me it will take six weeks to replace them. I have therefore ordered him to remove the City and Kennedy Town and have told the inspectors to have at hand a sufficient number of boats to replace the lost ones. The loss to the contractor must be very heavy, and in the interest of the public health I beg to suggest that the Government come to the help of the contractor, with a view to quickly obtaining new boats. Otherwise I have fears of the contractor completely throwing up the sponge and leaving us to carry out the contract ourselves.

The President intimated: I will forward a copy of the above minute to the Government for the consideration of His Excellency.

Mr. Shelton Hopper intimated: The matter of compensation is one entirely for the Government and not the Sanitary Board.

Hon. Mr. Hewitt intimated: The Sanitary Board might well recommend to the Government that in the public interest all assistance should be given the contractor to replace the boats as promptly as possible. Later the Relief Committee might consider this man's case and see their way to make him a grant.

Mr. Lau Chu Pak intimated: I agree with the Medical Officer of Health. Unless assistance is given to the contractor at once, he cannot possibly go on with the work.

CHINESE CEMETERIES.

Mr. Lau Chu Pak suggested that, pending the selection of a site for the new cemetery for Chinese, extensions in Section E had better be granted as usual. He thought that it should be stated that in Section E extensions would be granted at \$1 per foot.

Hon. Mr. Hewitt intimated: I agree with Mr. Lau Chu Pak.

The following additional Bye-law was submitted:

19. The area in the grave spaces in the various sections shall not exceed the following dimensions:—

Sec. A, 7 feet long, 4 ft wide, with 18 inch interspaces	
" B, 7 1/2 " " " " " "	
" C, 8 " " " " " "	
" D, 8 1/2 " " " " " "	
" E, 10 " " " " " "	

LIMEWASHING.

During the fortnight ending 25th September, 666 houses were limewashed and cleaned, under the supervision of the Sanitary Officers, bringing up the number of houses dealt with to 3,177.

We (*Shanghai Times*) understand that the monopoly which the Shanghai Ice Co., Ltd., have held so long is soon to be a thing of the past. A new company, the Oriental Ice Company, Ltd., has been privately floated and the newest and most up to date machinery ordered which is to make clear hard ice, far superior to anything yet seen on this market, and which the promoters expect to be able to offer by next spring at a considerable reduction on prices hitherto prevailing.

RIGHT WITH TIME.

HALF WAY ROUND THE WORLD IN THIRTY DAYS IS LATEST TRANSPORTATION PLAN.

SUOH IS C. P. R. SCHEME.

1st inst.

If it were around the world in 30 days, it is the latest development of the C.P.R. Twelve thousand miles under one house flag, on one ticket, and with baggage checked right through, supplied throughout with every comfort of modern travel, and less bother than is ordinarily experienced on a trip of a few hundred miles. Starting from Liverpool and being landed at Hongkong, after traveling two mighty oceans and the North American Continent within the space of one month. It is by far the most wonderful victory of transportation over distance that the world has ever seen, and one which no other transportation company but the great Canadian Railway, enterprise could dream of. My it, travelling will buy a ticket in England and, travelling steadily westward, will, in a trifle over four weeks, be brought to the heart of the Orient, while the traveller leaving the East, journeying east, and in 30 days be in England—the bulwark of the west.

This greatest and latest project of the C.P.R. is the direct result of the placing in commission of the new *Empress*, which have so cut down the time taken in crossing the Atlantic. The sailing schedule of the Pacific *Empress* will be altered, so that travellers will be taken from the Atlantic *Empress*, rushed across the continent in a special train, and at once transferred to the waiting Pacific *Empress* for the journey across to Hongkong. And in the whole journey they will only go beyond British territory once, when the boats touch at Japan ports and Shanghai. The same process will be repeated on the return trips.

One of the main reasons which have dictated this wonderful achievement in fast travelling is the desirability of proving that by the Canadian route mails and passengers can be transported to Hongkong in much the same time as by what is known as the "Overland Route," via Suez, although the distance is some 3,000 miles greater. To Shanghai the period of transit is considerably lessened, in comparison, and by the Canadian route, Japan is brought nearer to the "Old Country" by about 3 weeks than by the way of Suez, a most important feature, in this time-saving age in which we live. This advantage is so apparent, not to mention the additional comfort of the trip, only broken twice, together with the advantage of crossing Canada on the way, and always being under the British command of the ocean highways, that it must have a potent effect in swinging the pendulum of the world's travel via Canada.

This is the way the C.P.R. time table, between Liverpool and Hongkong works out, in the rough:—

Liverpool to Quebec..... 7 days.
Quebec to Vancouver..... 4 "
Vancouver to Hongkong..... 17 1/2 "

To give a better idea of the huge nature of this undertaking one must consider the mileage involved in these inter-continental excursions, which considerably illumine the matter. They are:—

Liverpool to Quebec..... 2,661 miles
Quebec to Vancouver..... 3,072 "
Vancouver to Yokohama..... 4,283 "
Yokohama to Shanghai..... 2,738 "
Shanghai to Hongkong..... 810 "

Total..... 12,004

A new C.P.R. train, which is the connecting link for the ocean service, known as the "Overseas Mail," left Quebec on its first run on Friday, August 31st, on which date the *Empress of Ireland* reached that port. Within about an hour the west-bound passengers were transferred, with their baggage, to the train, and 90 hours later they were in Vancouver, for transfer to the *Empress of India*, for the trip to the Pacific coast, and on to Hongkong.

The "Overseas Mail" train will consist entirely of that whatever some of speed with baggage cars—a veritable *train de luxe*, designed for nothing but through travel, and with the minimum of stops, in its long course across the continent.

In order to ensure rapid transit the engines and cars used will be subjected to a specially careful examination before going out, so that no delays by petty accidents may happen, and only the finest engines, and most expert engine drivers, will be employed. The train will be given right of way over all other trains of any kind, and special care will be taken to see that no delay occurs when it is necessary to change cars or engines, or take on water, etc., everything, with the exception of safety and comfort of passengers, will be sacrificed to speed, in order to keep the schedule of 90 hours for the run across the Continent, and to ensure the closest of connections throughout.

STEAMERS IN COLLISION.

S.S. "SULLBERG" COLLIDES WITH "HONGKONG MARU."

1st inst.

A collision occurred in the harbour at about half-past eight o'clock this morning between the steamer *Sullberg*, now under charter to the Hongkong, Canton and Macao Steamboat Company, and the Toyo Kisen Kaisha's steamer *Hongkong Maru*. The collision occurred off the Kowloon Torpedo Depot. The damage done is reported not to be of a serious nature.

It appeared that the s.s. *Sullberg*, having a cargo of merchandise along the *Hongkong Maru* was desirous of going alongside the *Hongkong Maru* to be pointed amidships of the *Maru* boat. Captain Luppi is stated to have telegraphed "full speed astern" to the engine-room, so as to bring his stern around and get alongside. The message is alleged to have been misinterpreted and the engines were put full speed ahead. A collision could not be averted then and the *Sullberg* struck the *Hongkong Maru* amidships on her port side, damaging two plates above water line. The damage done to the *Sullberg*, according to her agents, Messrs. Siemens and Company, was practically nothing.

In consequence of this the departure of the *Hongkong Maru*, which was set for to-morrow, has been postponed.

J. NAKAMURA, a Japanese fireman on board the steamer *Kanji Maru*, left the Police Court on Monday \$5 out of pocket when Mr. Gompertz was over with him for a charge of disorderly behaviour in Ship Street on Sunday night.

PASSENGERS AND CREW RESCUED.

1st inst.

The Osaka Shosen Kaisha's steamer *Akashi Maru*, which plies between the coast ports and Hongkong, ran on a reef near Amoy on the 3rd ultimo.

At the time of the accident there were on board about 100 passengers, many of whom were Europeans, and these were rescued by the China Navigation Company's steamer *Yachai*, which arrived in the harbour this morning, her passengers landing before noon. The *Akashi Maru* is commanded by Captain J. A. Merlin.

On applying at the office of the company this afternoon for particulars relating to the disaster, we were courteously informed that the *Akashi Maru* left Amoy shortly after six o'clock on the morning of the 30th ultimo, bound for Swatow and Hongkong. At about 8.25 o'clock, about two hours' steam from Amoy, the vessel ran into the North Merope or Ling-mun-ko reef, where she is at present lies. This reef is about four miles north-eastward of Lam-tai Island, and about twenty miles south of Amoy. That the ship is damaged there is little doubt, but the extent of her injuries, could not be ascertained this afternoon as what damage the steamer sustained was below waterline and the captain had no means at the time of the accident and since then of ascertaining.

The cargo of the vessel was not saved, but the treasure and the mails were transferred to the *Yachai*.

Asked what steps are being taken to save the *Akashi Maru* the manager of the company replied that nothing had been done so far, and that they were only waiting instructions from the underwriters before anything can be done. It is the consensus of opinion in shipping circles, this afternoon, as far as can be gathered as to the position of the vessel on the reef, that if the weather is satisfactory in that neighbourhood the chances of getting the boat off were good; there is no fear of her breaking up at present.

The *Akashi Maru* is a vessel of 1,571 tons gross. She was built in 1887, by Messrs. Courlay Bros. and Company, of Dundee. Her owners are the Osaka Shosen Kaisha. Her dimensions are: length, 249 ft. 9 in.; breadth, 33 ft. 2 in.; and depth, 17 ft.

DEATH OF CAPTAIN BARNES-LAWRENCE.

1st inst.

It is with profoundest regret we have to announce the death of Hon. Captain L. A. W. Barnes-Lawrence, R.N., which melancholy event took place to-day at 1.50 p.m. at his residence "The Chalef," Peak from the result of a chill caught during the typhoon of the 20th inst., and the supervening complications. Popular with all with whom he was brought in contact he will be much missed by all who knew him, and deep sympathy is expressed on all sides for his bereaved family, to whom he is thus so almost suddenly lost.

S.S. "AKASHI MARU" STRANDED.

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FUTURE OF COMMERCE AND INDUSTRY.

VIEWS OF BARON SHIBUSAWA.

1st inst.

Baron Shibusawa, the well-known Japanese financier, in an interview with a representative of the *Nichi-Nichi*, has expressed himself as follows regarding the future of commerce and industry in Japan:—

Foreigners, not well acquainted with the real condition of Japan, may consider the burden of the war has imposed on the people too heavy a burden and that the future of the country's commerce and industry is doomed. Considering that Japan is called upon to pay annually something like two million yen to her foreign creditors in interest alone, her liabilities are by no means light. But when the remarkable progress she has made in the past is taken into consideration there is no reason to doubt that similar economic activity will be witnessed in the future, despite the debt with which the country is hampered. The nation's wealth has been multiplied several times during the last decade and there is good reason to assume that this state of things will continue at an even more rapid rate than in the past. The First Bank, in which I am interested, for instance, had only 20 million yen of deposits ten years ago, but these have now increased to 50 millions. The capital of the bank, likewise, has increased from five to ten million yen. As far as I can see there are very few obstacles in the way of the future development of commerce and industry. The progress of the railways and the introduction of foreign capital will do much towards augmenting the productive power of the country.

Time has worn away the dissatisfaction felt regarding the peace terms, the policy of the Government towards the management of the Manchurian railway is now assured, while the administration of Korea is surely, if not quickly, being put into shape under the experienced guidance of Marquis Ito. Such being the case, it is not surprising that industrial circles should begin to wear an aspect of activity as at present. The spheres in which the energies and enterprise of the Japanese may be directed have been greatly enlarged compared with ten years ago, and if their activities continue unchecked for another decade the national power will have made great advancement.

When the Manchurian railway is completed and in good working order it is certain that various enterprises will spring up in Manchuria. Already water-works and electric light enterprises have been projected by Japanese at Newchwang, while, going still farther afield, the establishment at Hankow of a flour mill and a fire insurance company is under contemplation. The railway and banking business may already be regarded as successful to a certain extent, and as to industrial works such as spinning, timber-felling, etc., though they are still in their initial stage, there is good promise of future development.

Turning to the industrial prospects at home, it will be observed that the foundation has already been laid for some of the large industries such as spinning, weaving, and mining, but there is still ample room for smaller industries. As indicating the security felt in the prospects of the country I may mention that a certain Frenchman has made me a proposal for the joint establishment of a glass factory in Japan with a capital of ¥1,500,000, while an Englishman has applied to me for the starting of a celluloid factory. Surely there will be many other enterprises which will prove profitable. The most important question at issue is how to supply the existing factories and those to be started motive power at a minimum of cost. This problem is to be solved by the establishment of several water-power electrical companies which are projected in Tokyo, Osaka, Nagoya, and other places. When these enterprises are commenced and have become producing factors, the country's debt will be refunded with much less difficulty than is imagined by some people.

ARMED ROBBERY.

IN KOWLOON CITY.

1st inst.

Two men were arrested by the police at Yaumati yesterday, and charged at the Police Station this morning, with being concerned in an armed robbery which was perpetrated at Kowloon City on the 31st instant. The men gave their names as Wong Choo, a coal coolie, and Lau Yau, unemployed, no addresses.

The circumstances under which Inspector Macdonald's men made the captures were indeed very strange.

The police at Yaumati heard nothing of the robbery, on account of the telephone interruption between the stations. A *lukong*, who was on duty on the road leading to Kowloon City yesterday morning, sighted a coolie carrying a bundle and coming in his direction. The policeman waited for the man to pass, but, instead of that the man, seeing that he was being watched, dropped the bundle and bolted.

The *lukong*, who apparently knew what was coming, took up the chase and captured the coolie after a hard sprint. He was removed to the Yaumati Police Station. There the coolie was searched and among some jewellery a loaded revolver and thirteen cartridges were found in his pocket. The man was closely examined. He said the jewellery found were his property, notwithstanding that some of the trinkets were those used by the opposite sex. He also said that people at Ma-tau-wai could speak as to his conduct. Inspector Macdonald dispatched a prisoner, in company with the *lukong*, to Ma-tau-wai to learn something about the man's conduct. Half way to Ma-tau-wai the coolie told the *lukong* the story of the robbery and admitted taking part in it. In consequence of that the coolie was taken to the Kowloon City Police Station where the man's story corroborated with one made to the police on the day of the robbery. Information given by the prisoner led to the arrest of another man at No. 1, McGregor Street, Wanchai.

According to a story told the Kowloon City police by the victims of the robbery, the prisoners, broke into No. 16 Chuk Un, a village near Kowloon City, at about 2 o'clock on the morning of the 1st. The inmates—2 men and 7 women—were asleep at the time. The noise the robbers made awoke the head of the house, and he was roughly handled by the thugs, who carried lighted torches in one hand and revolvers or knives in the other. After administering the usual thrashing in case their inmates cried out, the men ransacked the house and left with \$172 in money, 71 pieces of clothing, two gold and one diamond finger rings, and other jewellery, the aggregate value of which was set at \$322 odd.

The case was adjourned.

A SOERABAYA despatch of 22nd ult., to the *Strait Times*, says:—After a heavy bombardment, Den Pasar, the capital town of Badong, in the island of Bali, has been captured by the Dutch troops. The Raja of Badong stabbed himself to death, and some hundreds of his family lost their lives during the sack of the town. Very tragic scenes are reported. The Dutch casualties number 4 dead and a dozen wounded. The resistance offered by the rebels is probably broken.

CLAIM FOR JEWELS SOLD.

SICK, BUT UNCERTIFIED, DEFENDANT.

1st inst.

In Summary Jurisdiction this morning, Mr. Honour Mr. A. G. Wise, Puisne Judge, presiding, the Nam Ching firm of Jewellers, of Queen's Road Central, sued Li-Sau Nam, for recovery of the sum of \$269, being the amount due by the defendant to the plaintiff firm, for jewels sold and delivered, and for costs.

Mr. K. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff firm, Mr. F. X. d'Almada e Castro representing the defendant. When the case was called on Mr. d'Almada e Castro applied for an adjournment on account of his client being sick and unable to appear. His Honour said he remembered this case, and it appeared to him that there had already been a good many adjournments for the same reason.

Mr. Gardiner opposed the application, stating that on the last occasion the defendant was ordered to file a doctor's certificate, but had not done so.

SALVING THE S.S. "KINSHAN."

INTIMIDATING LABOURERS.

CAPT. CLARKE PROSECUTES.

1st inst.

Captain W. E. Clarke, acting secretary of the Hongkong, Canton and Macao Steamboat Company, Ltd., was able to attend the Police Court this morning to prosecute the four coolies who were remanded some days ago for behaving in a disorderly manner at Tai-lam-chung on the 28th ultimo. Asked by Mr. Gompertz what was the nature of the disorderly behaviour, Captain Clarke explained that the defendants were intimidating the native labourers, at Tai-lam-chung, who were employed in trying to refloat the steamer *Kinshan*. A few hundred persons were being employed by the company and they were paid thirty cents per tide—that was about two or three hours' work a day. The defendants came on the scene and instigated the natives to demand from the company fifty cents per tide or no work would be done. There was some difficulty at first and finally the labourers were given what they demanded. Some days later the defendants intimated that the wages of the labourers should be transmitted through them and not paid to each man individually or else there would be no work done. This, it was alleged, was done, and it was later learned that instead of paying the labourers the proper wages—sixty cents per tide, the accused were only paying the workers ten cents per hour, pocketing the balance. In conclusion, Captain Clarke remarked that the three hundred men and women were perfectly willing to work on the *Kinshan*, but they wanted the defendants removed.

P.C. 112 Berry testified to the fact that at noon on the 28th September he was in No. 3 launch near Brothers' Point. This was near Tai-lam-chung. When he got near the scene of the *Kinshan* he was signalled by a European to come ashore. When he landed on the beach he saw the four defendants not working and driving away the *Kinshan* labourers with stones and sticks. He then arrested them for disorderly conduct.

His Worship was about to convict, having remarked that a *prima facie* case of disorderly behaviour was made out against them, when Inspector Langley entered and begged for a remand. He said that if his Worship had decided to convict he would want a post-judgment. He gave as his grounds that the Court would in all probability impose a small fine. The men would pay it and return to Tai-lam-chung, where they would start trouble afresh. As he understood the *Kinshan* would be refloated in a week or so, he was of opinion that the men should be dealt with after that so there could be no trouble in the future.

The Court:—When is the *Kinshan* expected to be refloated?

Captain Clarke:—Probably in a few days; probably a fortnight. It depends on the tide.

The case was then further adjourned until the 10th instant. Bail, \$500 each.

29th September.

THE NEW PROVINCIAL JUDGE.

It is reported that Viceroy Shun has telegraphed to Peking to hasten the departure of the new Provincial Judge, Mr. H. J. Gompertz, and that he will leave for Canton this month. Prior to this he will pay a visit to His Excellency Chau Ku, Viceroy designate of the two Kwang.

BOMBING PROHIBITED.

As the people of Tai Ho-ki in the western City of Canton are in the habit of firing rockets on the night of the 15th of the 8th moon every year, on the occasion of the Chinese Yuen-tum Festival, the Police Department yesterday issued a notification stating that no rockets will be allowed to be fired on that night and that, if any should contravene this regulation, he will be arrested and punished.

YUEH-HAN RAILWAY DIRECTORATE.

Canton, 4th September.

Some of the principal shareholders of the Yueh-han Railway Company have proposed that Cheung Pui Shih should be appointed to the chairmanship which it is understood, has been vacated by Chan To On. They submit that Cheung Pui Shih's connection with business affairs in the Straits, his interest in railway matters—he is the promoter of the Canton-Whampoa line—and his recognised integrity eminently fit him for the post.

TARTARS AND REBELS.

Recently, H. E. Viceroy Shun received a telegraphic despatch from the Chinese Consul-General at Singapore stating that Sun Yat Sen, a noted member of the Triad Society, had sent a large body of men to Kwangsi with the object of inciting the people to rebellion. The Viceroy at once sent orders to the troops under his command enjoining them to keep a strict watch for any symptoms of disaffection. The Cantonese soldiers have obeyed the order, but the Tartar soldiers refused to have anything to do with it, alleging that the Cantonese men were being paid \$50 a month, while they were only in receipt of \$20. They could not be expected to take the same interest in the affairs of the province. If their pay was advanced to \$50 they would be willing to look out for rebels.

ALLEGED DEFECTING CONTRACTOR.

The other-day a Chinese contractor agreed to perform some reclamation works on the estate known as Lok Hok Tung, of a British merchant on Hunan Island. When the work was commenced the contractor asked for and obtained the advance of some money and later on further advances were sought and obtained until a sum of \$10,000 had been paid. The Chinese contractor thereupon disappeared. The merchant at first relied on his lawyer to discover the whereabouts of the contractor, but when they failed, he proceeded to the British Consul and secured his assistance. A man named Fung Ah Yee told the merchant that he knew where the contractor was to be found. Fung was taken to the Nambui Magistrate who sent a company of braves to accompany the merchant and the informer to the supposed address of the absconding contractor. It turned out that the latter was not known at the address given. The case is in the hands of the Canton police.

SHANGHAI SIKH POLICE STRIKE.

VOLUNTEERS CALLED OUT.

Stories of the Eldorado in America lured by a number of Sikhs to other Indian watchmen who have sought employment thus far from home have had a floating up to Shanghai, from time to time with the inevitable result that the Indians here, like their compatriots in Hongkong, have for a long while been thirsting, says the N. C. Daily News, of the 1st, for a share of the gold. Dissatisfaction with their present wages has been expressed by the Indian policemen for some time. Various little meetings have been quietly held and the number of men going away in the Indian point of view is that the policemen do not get sufficient wages and it is affirmed that in America it is even stated that the Indians in those countries are getting \$50 or \$60 per month. There was plenty of gold, why didn't their friends come? In Shanghai, as policemen, they got \$16 to \$22. The Sikhs have decided that they must have more money in Shanghai or else they will not remain any longer; according to an Indian informant some were desirous of going away in any case. These requests for higher pay not having been acceded to, it was decided to strike on Sunday morning.

On Saturday night about 11 o'clock Major Broadie Clark and Capt. F. G. Collyer, Adjutant of the S.V.C., were notified that there was a likelihood that the Sikh policemen would refuse duty early in the morning on Sunday. A consultation was held by the authorities and before midnight Second-Lieut. R. Herford had instructions to summon the Emergency Company to Headquarters. The men had to be called up by personal visit but the number of men who came was small. No trouble was encountered with the night-duty police, but it was ascertained that those who were to go on duty at 2 a.m. would refuse to do so. In consequence of this the remainder of "A" Company was called out for 7 a.m. "B" Company was summoned for the same hour to take charge at Hongkong police station; the Light Horse were called out to assume control of their district, including Louisa and Sinza stations, at 7 a.m.

When eight o'clock struck the Sikhs at the Central Hongkong and a Liaux Police Station due to go on duty did not fall in as usual for inspection and report previous to going out on the streets. The men were given time to reconsider the matter, but they finally refused to do their duty. The Sikhs at the three stations who did this, including the watch at the Banks, numbered forty-five. At Rubbling Well five men went out on duty but four soon returned and refused to do further duty. At Sinza only three refused to continue patrol. West Hongkong one Sikh alone refused to go about his duties and at Yungtsepo and Wayside there was no trouble. At each of the three large Stations when it was found that there might be trouble it was decided at once to disarm the Sikhs, and their carbines and other weapons were taken from the racks in their quarters and placed in the store. The men offered no resistance to these proceedings, but it was a wise precaution to have the volunteers handy. At noon thirty other Sikhs refused to go out on duty and later in the day practically all the Sikh constables at the Central, Hongkong and Louisa Stations had refused duty. The Settlement was thus left chiefly in the hands of the foreign police and the Chinese. The Sikh sergeants went out, but there were only left one or two constables at each station. On refusing duty the men were given notice that they were confined to barracks.

The volunteers were dismissed about 9 a.m. yesterday, but were notified to keep themselves prepared.

YARN MARKET.

AN UNPROMISING OUTLOOK.

A PATHETIC APPEAL.

Messrs. P. B. Petit & Co.'s report on the yarn market for the outgoing mail is more than usually interesting. By courtesy of the firm's local manager, Mr. Sorabjee, Danjeebhoy Seina, we are enabled to reproduce the review on the yarn trade for the past fortnight in the present issue. Messrs. Petit write to-day—

Our last circular was dated the 21st ult. According to subsisting arrangements with Chinese dealers the absolute cessation of business still continues; there are, therefore, no quotations to report.

ADJUSTING TYPHOON DAMAGE.

We have already reported that damage had been sustained by the typhoon of the 18th September; the havoc which that brief but awful visitation has wrought is becoming more and more evident each day as the damaged bales of yarn are removed in the godowns from one section to another. This removal is systematically effected in convenient lots by coolie labour and sorted out to enable the marine surveyors to ascertain the extent of deterioration caused by rain and sea water and to adjust the values of damage sustained. This has been found to be considerable in certain lots, while in others the deterioration is sufficiently appreciable to swell the aggregate figure of loss when this comes to be ultimately computed.

Most importers do not believe in any Fabian policy, and many have already begun gutting their holdings, as far as is possible, of the damaged bales, even at heavy sacrifices, to Chinese dealers—such only as are holders of stocks of previous purchases. It is obvious that no sales could be effected to others under the agreements referred to in previous circulars. The sacrifice in price represents not only the allowances demanded by the surveyors for partial damage, but Chinese buyers, taking advantage of the unique situation and with the knowledge that a considerable quantity of bales must be forced on the market on previous purchases, hold aloof and only settle allowances at figures absolutely in their own interest. Thus, clearances are effected at as much as, in some cases, double the surveyors' allowances. Chinese dealers in this way secure bargains which, on the other hand, the importers also wish to realize at known losses than run to others they know must, as it is feared that by lapse of time the damaged yarn might be further deteriorated and their saleable value correspondingly reduced.

COOLIE LABOUR.

Profiting by the scarcity of labour, Chinese coolies employed in shifting the Yarn from one godown to another not unnaturally see their opportunity to levy exorbitant demands for wages, which they invariably succeed in commanding in the present condition of the labour market when demand in all directions far exceeds the available supply. An additional burden is thus heaped upon importers who have to face losses from several quarters.

CHINESE DEALERS' PREDICAMENT.

Reference has to be made to a circular of far-reaching import just issued by the nine leading firms of Chinese dealers in Cotton yarn in the Colony, viz., Fook Hong, Sun Hing, Kung Hing, Yan Cheong, Fook On Cheong, Kwong Lun Cheong, San Hung, E. Yuen, and Hung Kee. The circular recites the bad times experienced by agriculturists in South China and the bad crops which are responsible, among other causes, for the greatly reduced consumption of Cotton yarn as compared with former years. Country traders possessed of the knowledge of the prevailing general stagnation, with large stocks in hand and no immediate prospect of their being disposed of, decline to purchase, as they anticipate a fall in price when yarn is to be had everywhere and in such large quantities. To aggravate the situation the further fall in the value of the Rupee has materially helped to bring down the price of yarn.

BANKRUPTCY AND RUIN.

It is a poor outlook when the aforesaid circularists declare that, "on account of this general stagnation, the capital of the Chinese yarn dealers has now totally disappeared and further monies put into the business have, in every instance totalling several times the original capital, likewise vanished." They seek relief from Foreign Hongs and Importers or "bankruptcy and ruin will be the certain consequence." It is a pathetic appeal that is made. A set of five propositions has been formulated which the Chinese firms have submitted for "serious and kind consideration." The propositions are textually as follows:

- 1.—That Yarn dealers be allowed to pay 1/3rd of any difference in purchase price with present value on taking delivery, and the balance of 2/3rds be paid by a Promissory Note for 12 months, such Promissory Note to be made at the end of the current month when the total of the 2/3rds owing can be totalled up and ascertained.
- 2.—Such Promissory Notes for 12 months, if not paid on due date half to be paid then, and the other half to be paid by a further Promissory Note for 12 months, at the expiration of which date no further time to be asked for or allowed.
- 3.—That 12 months' time be allowed Yarn dealers to clear all balance of stock purchased and not taken delivery of.
- 4.—That Foreign firms and Importers enter into an agreement with the undersigned nine Yarn dealing firms, to deal exclusively with them for the term of three years and with no other new firms that might come into existence during that period.
- 5.—That Foreign firms and Importers will forego and not charge the customary 2 cents per bale per day due on our present purchases, but not taken delivery of stock.

Our opinions respecting the propositions is that, as regards—

Clauses 1 and 2, their acceptance or rejection must be determined by the advice of the Chinese importers in the employ of importers. The relation between native merchants and foreign importers is maintained through the importers by whom the credit of dealers can be more accurately gauged.

Clause 3 commends itself to acceptance. Clause 4 is rather restrictive upon importers; but one, nevertheless, offering no serious objection provided delivery is taken of previous purchases within the specified time.

Clause 5 is a matter for reference to the respective head-offices at Bombay by whose decisions local managers will have to abide.

Arrivals.—Per steamers *Lingay*, *Gregory*, *Alphar*, and *Lingay* (from Calcutta) and *Alomari*, *Alomari*, and *Simla* (from Bombay) about 6,500 bales.

Shipments.—To Shanghai and Northern Ports about 5,000 bales.

Uncleared Stock.—About 52,000 bales.

Unsold Stock.—About 9,000 bales.

Exchange.—We quote, to-day, as under—

India T. T. at Rs. 165 1/2 per cent.
London T. T. " 166
Demand " " 166 1/2
Shanghai " " 2 1/2
Silver " " 31 1/2 d. per oz.

YUEH-HAN RAILWAY.

DIRECTORS AND CHIEF ENGINEER AT LOGGERHEADS.

[From a Correspondent.]

Canton, 4th October.

Chief Engineer King of the Yueh-han Railway Co., Ltd., is annoyed because his directors have been asking what he considers to be unreasonable questions. Some days ago one director inquired about railway engineering to which he gave a full reply whereupon the director in question made several suggestions regarding the manner in which the line should be constructed. The Chief Engineer remarked that the director did not know what he was talking about. It is now stated that some of the other directors were displeased at the remark made in their colleague and are alleged to have cast doubts as to the capability of the Chief Engineer to perform his duties as superintendent of a railway line of the length and importance of the Canton-Hankow Railway.

KULANGSU MUNICIPAL COUNCIL.

MINUTES OF MEETING.

The following are the minutes of a meeting of the Kulangsu Municipal Council held at the Board Room, Kulangsu, Amoy, on the 11th September, 1906. Present: Messrs. F. B. Marshall (chairman), C. A. V. Bowra, A. F. Gardiner, J. Takasaka, W. H. Wallace, the Health Officer and the Secretary.

The minutes of the last meeting were read and confirmed.

On the motion of Mr. Wallace, the secretary was instructed to obtain from contractors estimates for erection of a matchless pavilion on the tennis ground; also estimate for purchase and removing the present pavilion.

The secretary was instructed to inform the owner of the motor bicycle that, while the Council consider such machines undesirable on the island, and any increase in the number of these machines on the roads should be discouraged as they are a source of considerable danger to the public, they realize the care the owner takes to avoid accidents and, for the present, are willing to let him use the bicycle on the island, but from 1 p.m. to 6 p.m. on the island.

The Council decided that the Sikh Municipal Police, at the option of the Council, may, after three years' service, be granted leave on half pay at the rate of one month for every completed year's service.

The secretary was instructed to write to the Senior Consul forwarding him the title deeds of a plot of land offered the Council for golf, &c., and requesting the Consul to kindly ascertain from the Chinese authorities whether these deeds are registered with the Chinese government.

The following extract from report of Government Analyst at Hongkong on the nine samples of milk sent him on the 3rd inst. is ordered to be published for general information:—

Marks "A" from Chai-Hoat—Chai Chin: "I am of opinion that the said sample contained the parts as under:—Milk 62; added water 38, total 100."
Marks "A2" from same dairy as above: "I am of opinion that the said sample contained the parts as under:—Milk 79; added water 21, total 100."
Marks "B" from Eng Hap—He Ah: "The quality of the milk answers the legal requirements."
Marks "B2" from same dairy as "B": "The quality of the milk answers the legal requirements."
Marks "C" from Hap Soon—Sam Ah: "The quality of the milk answers the legal requirements."
Marks "C2" from same dairy as "C": "The quality of the milk answers the legal requirements."
Marks "D" from Seng Kee—Seng Ah: "I am of opinion that the said sample contained the parts as under:—Milk 95; added water 5, total 100."
Marks "D2" from same dairy as "D": "The quality of the milk answers the legal requirements."
Marks "E" from Kulangsu Milk Company: "I am of opinion that the said sample contained the parts as under:—Milk 95; added water 5, total 100."

LOCAL AND GENERAL.

THE General Post Office informs us that 6 bags and 2 packets were received on Tuesday in a damaged condition from s.s. *Alashi Maru* which went ashore in the vicinity of Amoy.

THE Chinese Engineering at Mining Co.'s total output of the Company's three mines for the week ending September 15 amounted to 19,487/93 tons and the total sales during the same period to 19,797/62 tons.

A RUMOUR was in circulation at police headquarters on Tuesday to the effect that three more European policemen were about to leave the force. They have, however, been approved of, "if it goes on at this rate," commented an officer to-day, "there would be many white men left in the Force."

CAPTAIN A. J. Robson of the steamer *Haiman* reported on arrival at Hongkong on Wednesday that the *Osaka* Shosen Kaisha's *Alashi Maru* is badly ashore on North Merope Reef and has been abandoned. Gangs of fishermen were seen busily engaged looting the vessel when viewed from the deck of the *Haiman*.

"WE picked it up in the street" was the only excuse four Indian soldiers of the 19th Baluchis could give Mr. H. J. Gompertz, at the Police Court on Tuesday, when they were charged with being in unlawful possession of a quantity of yarn. The excuse was not at all satisfactory and his Worship asked them to pay a fine of \$15 each.

MATRIMONIAL amenities in Burma sometimes assume rather an acute form. A married couple living in Yeza village, Hanthanday District, had a quarrel which ended in both seizing daggers and having a fight. They inflicted such ghastly wounds on each other, principally on the head and neck, that both died from the effects of their injuries. *Quis separabit!*

WE have received a copy of the new Anglo-Chinese Calendar published at the office of the *Hongkong Daily Press*. The manual covers a period of fifty years dating from the first year of the present cycle—1864—in 1913. It should prove of value to commercial houses and that it is a valuable useful is evidenced by the fact that previous compilations of the kind are out of print.

THE steamer *Changchow* arrived from Shanghai on Thursday with two lighters in tow. Four lighters have thus arrived from the Northern port to replace those lost by the typhoon of the 18th ult. The first two were brought down by the s.s. *Yachow* the other day. There should soon be a dearth of lighters at Shanghai, and it may be expected that the local docks will be busy with orders to supply the deficiency.

A RUMOUR—probably only a "Bunder"—was rife in the Settlement last week to the effect that trouble is brewing on the shore of a riot, which is to take place on 4th October next. The excuse for it is to be the tramways, but in reality the price of rice is the cause. Why the 4th should be the date selected we do not quite know, but if it is made to tear up the tramways the natives will find some hard work before them. *Shanghai Times*.

A CORRESPONDENT writes to say that it is no wonder the gaslight lately has been so dim, when there is apparently a leak in one of the main pipes somewhere between the Chartered Bank of India, Ltd. and the Connaught Hotel. The air there for the last few days has been strong with the smell of escaping gas. Who'll be called upon to pay for it? he asks, and we can only refer him, for an answer, to the Gas Company.

THE opening social of the Union Church Literary Club will be held on Thursday in the Lecture Hall adjoining the Church, at 9 p.m., when the following programme will be submitted:—Enrolment of new members, music, exhibition of butterfly photos by Mr. G. L. Galley, exhibition of Hongkong, Ceylon and English butterflies by Col. Sergeant Bullock, R.W.K., who will deliver a short lecture on the subject, recital from Macaulay by Mr. A. O'D. Goudin.

AT the instance of Inspector Withers, Veni Kee, a stall-holder in the Wanchai Market, Sze Hoi, a shopkeeper, of No. 5, West Street, and Ngai Cheung Tai, the master of a shop No. 33, at the corner of the street, were summoned by Mr. F. A. Hazeland, at the Police Court on Tuesday, for being in possession of false scales. The defendants did not know that their scales did not come up to the standard weight. His Worship fined them \$100 each.

Mr. Chan To Chai has resigned his post as president of directors of the Mercantile Administration of the Kwangtung section of the Yueh-han Railway Co., Ltd., on the ground that he has done his best to get the shares duly taken up and the first call has been already fully paid up. Moreover, Mr. Chan alleges, as further grounds for his resignation, his old age and his private affairs. He has given his co-directors two months' time within which to choose another man to fill the vacant chairmanship.

Two old women, residing at Nos. 18 and 20, Tai-ping-shan, respectively, who have an old standing grudge, commenced a chin-wagging competition in the street on Tuesday afternoon and drew a large crowd by their noise. They brought family history down to a fine point, and then both threatened that if it were not for the police something lively would happen. Somebody in the crowd spurred the viragos on, telling them to chance a policeman. They did, and got arrested. They admitted a charge of fighting in the street and were taken to the Police Court on Wednesday, and Mr. Gompertz fined them \$2 each.

A COOLIE named Leung Chak, who gave his address as No. 2, Second Street, and was not known there, got caught on the wharf as soon as he left the steamer *Haiman*, early on Thursday, for helping himself to about twenty catfish of bones. The bones were being brought down from Canton in huge baskets for sale in the local markets. He was proceeded against by Inspector Warnock, at the Police Court this morning, before Mr. F. A. Hazeland, who on hearing the evidence of the prosecutor, sentenced Leung to three weeks' hard labour and six hours' stocks.

MR. H. J. Gardiner, of the office of Mr. O. D. Thomson, gave the Court a mild scare on Thursday when he announced that in a day or so he will have a case that will to some importuning. He said the complainant was an Arab and the defendant only spoke Punjabi, which latter language the Indian Court interpreter did not speak. He appeared for the defendant and asked permission to engage his own interpreter. Mr. H. J. Gompertz said that that could not be done. If there were any interpreters to be engaged the Court would see to that, and that remuneration for interpreters would be paid from the Magistracy funds and not by defendant.

A JAPANESE fireman on board the steamer *Chinkai Maru* was assigned before Mr. H. J. Gompertz, by Inspector Goulay, at the Police Court on Tuesday, charged with behaving in a noisy and disorderly manner in the Queen's Road East, during the small hours of this morning, and also with damaging property. The defendant was singing songs about the street, and when approached by a policeman and told to quit the Jap hurled a good-sized missile at the policeman's head. Instead of colliding with the officer's cranium, the stone sailed through a glass window of a shop, doing \$3 worth of damage. He was then arrested. He admitted the charge, and his Worship fined him \$15, in all, which included compensation to the shopkeeper.

SAMUEL Vaughan, an engineer by profession, was charged before Mr. H. J. Gompertz, at the Police Court this morning, with being a vagrant and having no visible means of subsistence. The defendant pleaded guilty to the charge, and added that he only arrived in the Colony yesterday on the steamer *Lingay*. His Worship issued an order sending defendant to the House of Detention.

KWAN YUP, a coolie, employed at Mount Austin Barracks, was charged before Mr. H. J. Gompertz at the Police Court on Monday, with stealing a pair of khaki trousers, the property of the Flowers, P.W.K., on the 30th ultimo. Defendant, who wore the full khaki uniform of a soldier, pleaded not guilty. Complaint was given evidence regarding the theft, and concluded by saying that a lot of clothing had disappeared from the barracks recently, and that the suit of clothes defendant had on his back at that moment could not be satisfactorily accounted for by the accused. His Worship passed sentence of six weeks' hard labour and six hours' stocks.

MR. H. A. Morris, an overseer in the Public Works Department and Inspector Spencer Kelly, of the Sanitary Department, proceeded respectively against two coolies at the Police Court on Monday, for cruelly ill-treating pigs at Kennedy Town, on Sunday. The defendants were engaged with a number of other men landing pigs at the cattle pier at Kennedy Town. They had some difficulty in getting the pigs out of their baskets and the defendants were seen to be pushing the animals out by means of sharp bamboos. Mr. H. J. Gompertz fined them \$10 each to be of good behaviour for three months.

A TOKIO dispatch states that the T.K.F. steamer *America-maru*, 11,000 tons, which left San Francisco on the 14th ult., and is due according to schedule at Yokohama on October 2nd, is bringing to Japan a large consignment of goods, ordered in anticipation of the new Customs tariff. The consignees have jointly applied to the Toyo Kisen Kaisha to do their utmost to ensure the steamer arriving before October 1st, and the dispatch states that orders have been issued that the *America-maru* is to cross the Pacific at full speed, in an endeavour to arrive at Yokohama by midnight on the 30th instant. "There will be many anxious eyes and ears awaiting news of the steamer about this time next week."

THE conductor of electric tramcar No. 29 proceeded against a hawker at the Police Court on Monday, before Mr. H. J. Gompertz, for using abusive language towards him on Saturday, and for assault. The defendant said he simply asked complainant to give him silver and not copper as change for his fare and he got arrested. The conductor said when he returned defendant his change on Saturday night he got very disorderly on the car and when told that if he continued it he would be put off the car, defendant's feet interfered with his anatomy. His Worship fined defendant \$5 on the first charge, and on the second item he was bound over to keep the peace for three months.

EIGHT *fokis*, who are employed in a shop at Hong-kok-tai, Hazeland, at the Police Court this morning, with assault. The complainants were seven sampanmen. Mr. Otto Kong Sing appeared for the defendants. The complainants deposed that some time yesterday afternoon they went to defendants' shop to be paid for work they had done. There was a disagreement between the parties as to the sum and the defendants were alleged to have chased complainants out into the street with sticks and poles and there assaulted them. One of the complainants was taken to hospital for injuries received in the fight. His Worship found the men guilty and fined them \$5 each.

THREE decrepit-looking individuals, deportees from the Straits Settlements, who arrived here yesterday on board the steamer *Laitan*, were arraigned before Mr. F. A. Hazeland, at the Police Court this morning, charged with stealing on board ship, a charge which they admitted. The defendants, while on board ship, were separated from other Chinese passengers. Just before the vessel anchored they were placed in a passage outside the boys' cabin, preparatory to being handed over to the Western Police. During the absence of the officer the defendants entered the servants' boys' cabin, and from a box removed \$23 in cash. They were seen leaving the cabin and when searched the money was found. They were each sentenced to seven days' imprisonment.

"WILL your Lordship allow me to prove my claim in Chambers, to-morrow?" asked a solicitor representing a plaintiff in a Summary Jurisdiction case, before his "honour Mr. A. G. Wise, Points Judge, this morning. "Very well," replied his "honour," next, "I have a similar application, my Lord," said another solicitor, "if your Lordship will grant me the same leave." "Well, yes, you may do so," replied his Honour. Up jumped solicitor No. 3, and made a similar application on behalf of his client. "Well, you may do so," replied his Honour, "in this case, but look here, this sort of thing is not to be done. A regular practice, 'Oh, my Lord,' urged the learned legal lights present in the Court, as his Honour rose and the Court adjourned.

EZEKIEL ABRAHAM, who was arrested and charged recently for behaving in a disorderly manner in the office of Messrs. David Sassoon and Company, made his second appearance at the Police Court on Monday, charged with behaving in a riotous and disorderly manner in Ship Street, on Sunday night. P. C. Hedge said that defendant was chasing ricksha coolies about the street, and overturning the rickshas. The defendant denied all that was said. Hearing that he had a previous conviction, and was bound over by Mr. Hazeland to keep the peace, Mr. Gompertz fined defendant \$10 on the first charge, and \$-00 for breaking his bond. The defendant went to gaol for twenty-one days. On the expiration of the term, he was informed the Jewish community will send Abraham back to his native home—Bagdad.

A HAWKER walked into the charge-room of the Central Police Station on Saturday night, dripping wet, and informed Inspector Ritchie that one of his compatriots was drowned off Douglas wharf, on the 27th instant. Asked why he took two days to report the matter, the hawker replied that he did not think it was necessary. He told the affair to some of his friends that evening, and he was advised to communicate with the police without delay. Hence his presence in the station. He related that on the 27th instant he was a passenger on board the steamer *Kwongtung*. When that vessel was being moored alongside Douglas Pier another hawker, who was in a hurry to get ashore, made to jump on the pier, but missed and fell into the sea. He sank immediately and was not seen again. The police took down the report, and discharged the hawker.

WILFRED John Holmberg, a clerk formerly in the employ of Messrs. Allen and Gledhill, solicitors, of 21, West Street, Singapore, and who is being sought by the Government of the Straits Settlements, for alleged breach of trust, was brought up on remand before Mr. H. J. Gompertz, at the Police Court on Wednesday, and the case further adjourned for one week owing to the absence of papers from Singapore.

A BRICKLAYER, who was employed with others in attending to the brick work of the Kowloon godowns, was arraigned before Mr. H. J. Gompertz, at the Police Court to-day, charged with stealing a quantity of soap, the property of the Godown Company. The caretaker said he saw defendant remove the lid from the box and steal the soap. Defendant admitted the theft, and was sentenced to fifteen days' hard labour and six hours' stocks.

A MALAY calling himself Jacob, second name unknown, was proceeded against by P. S. G. Sullivan before Mr. H. J. Gompertz, at the Police Court this morning, with keeping a boarding-house for seamen without permission from the Harbour officials. Jacob denied at first that he was the keeper of the restaurant, and gave the name of another Malay, whom he alleged was the proper master. When that gentleman was called and he denied the statement made by Jacob, the latter became muddled and murmured that he did not know a permit was necessary for such a business. He has only been in the Colony for twenty years. When the Court said that Jacob could be fined \$100, he thought that he was fined that sum and clutched on to the rails of the dock. He lived up considerably, however, when his Worship said he would only have to pay \$25 on this occasion.

THE Revd. Father Vital, vicar of the Portuguese Church of St. Joseph and Director of the St. Anthony's Boys' School will be leaving Singapore shortly for Macao where he has been promoted to be Canon of the Diocese of Macao. Father Vital's connection with the Portuguese Mission of Singapore dates back to 1865 when he arrived from Macao to be assistant vicar to Father Soares whom he succeeded when the latter was promoted to Macao. In educational matters Father Vital has always taken a great interest, and his sound knowledge of English peculiarly fitted him for the position of Director of the St. Anthony's Boys' School. Some months back Father Vital was laid up with typhoid from the effects of which he has not altogether recovered. As an appreciation of his services his parishioners have subscribed and got out a chalice, which will be presented to him along with an address at the Parochial House, after the 8 o'clock mass on Sunday morning next, says the *Singapore Free Press* of 26th ult.

FOKW Hing, who calls himself a cook, was arraigned before Mr. H. J. Gompertz, at the Police Court, on Monday, on three charges: (1) converting the sum of \$170, the property of Sapper J. Ross, R.E., to his own use on 14th ult., (2) stealing the sum of \$30 from Lee-Corporal A. H. Bone, R.E., on the 12th; and (3) stealing himself from duty. On the first charge, it was said, Fong was given the money to make a purchase with. He forgot about it and also forgot to return the money to Sapper Ross. As regards the other charges, Lee-Corporal Bone hung his coat over a chair on the 12th ult. Inside the pocket of the coat were two \$50 bills. Defendant removed the bills and was not seen until he was arrested yesterday by Detective Wilden. He had nothing to say, and his Worship sent him to gaol for six weeks and to be exhibited in the stocks for six hours on the first charge. On the second to pay a fine of \$5, or a further fourteen days' gaol, and on the third charge to pay a fine of \$15 or another month.

TWO women—one the mistress of the house and the other the amah—had a dispute on Wednesday, about money matters, and elected to take to the street to settle the quarrel. The amah, as far as her tongue was concerned, could have given her mistress— notwithstanding she was also a woman—a long start and would have overtaken her in any distance, judging from the way she informed the public of her mistress's life story, which she dotted with unprintable language. Finding she was distanced in a wordy war, the mistress resorted to brute force, and "floored" her jabbering opponent, silencing her tongue. The crowd thus relieved of a noisy nuisance, many of them preferred to sit on the curbstone, the remainder lining up the footpath and cheering the amah. The combatants closed as soon as the amah regained her footing and biting, scratching, and hair-tugging were indulged in, while some of the neat punches that were sent home at times would have made St. Clair look small. Sergeant Gordon happened to be passing at this juncture and after separating the women led them to the police station. With scratched faces, and with their heads, wrists in bandages, and each carrying a bundle of torn clothing, they appeared before Mr. H. J. Gompertz at the Police Court on Thursday, and were fined \$5 each for street-fighting.

A CORRESPONDENT writes in a state of wonder as to when the Star Ferry Company is going to begin to consider the comfort and convenience of its patrons a little more, and when it will take it was two weeks on Tuesday since the masted on the Hongkong side of the company's wharves was blown over, and still passengers are at the mercy of the sun or rain while waiting for a ferry on that wharf. This was particularly noticeable on Tuesday, when at about 11 a.m. a large number of Hongkongers sought to get over by invitation, to see the new Hamburg America Line's s.s. *Habiburg*. Most residents will remember that yesterday was a bright cloudless day, and consequently the standing passengers by the company's boats had to stand or sit without any shelter whatever from the penetrating rays of the sun. As if that was not bad enough on arrival at the Kowloon side, no gangways were let down, and passengers, men, women and children, Chinese as well as foreigners, had to descend to the lower deck, and thence take a flying jump on to the wharf, at risk of their lives and limbs. Our correspondent took that a lady, nearly fainting between the wharf and the vessel, and but for the close proximity of some European gentlemen and their timely assistance, it is a certainty that the lady would have received at the very least a severe shock, though with the bumping of the vessel against the wharf, had she fallen between them, it makes one shudder to think what might have happened. "Surely," he concludes, "this amounts to 'criminal' negligence, and the authorities should not wait until a tragedy occurs before bringing the company to book, but should act at once," and take steps to bring this over-bearing company to its senses forthwith.

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The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5276.

號九十月八年二十三緒光

SATURDAY, OCTOBER 6, 1906.

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RESERVE FUND.....\$20,250,000
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SILVER RESERVE.....\$10,250,000
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For 6 months, 3 per cent. per annum.
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H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 17th September, 1906. [21]

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THE Business of the above Bank is conducted
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For the HONGKONG AND SHANGHAI
BANKING CORPORATION.
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 30th May, 1906. [22]

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HUGO SUTER,
Manager.
Hongkong, 26th May, 1906. [24]

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Padang, Medan (Deli), Palembang, Kota-
Radja (Achese), Telok-seinawe (Achese),
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L. ENGEL,
Agent.
Hongkong, 28th February, 1906. [28]

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G. DE PERINDORGE.

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Hongkong, 1st June, 1906. [517]

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Hongkong, 6th October, 1906.

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CHROME

AND

RUSSET

LEATHER.



FROM

\$5

Per Pair.

HOCKEY and CRICKET BOOTS. SHOOTING BOOTS.

LANE, CRAWFORD & CO.

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CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

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Hongkong, 21st September, 1906.

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING OF
MEMBERS will be held in the City
Hall, on SATURDAY, the 13th October, 1906,
at 12 o'clock Noon.

By Order,

T. F. HOUGH,
Clerk of the Course.

Hongkong, 1st October, 1906. [966]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ORDINARY
MEETING OF SHAREHOLDERS
will be held at the Offices of the Undersecretary
at 12 o'clock (Noon), on SATURDAY, the
20th instant.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, 2nd October, 1906. [970]

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WHOLESALE AND RETAIL DEALERS,
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JAPANESE FINE ART CURIOS, TEA
SETS, and SATSUMA WARE.

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Orders Promptly Executed.

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Hongkong.

Hongkong, 28th April, 1906. [510]

Intimations.

JAPAN



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45) S. TANAKA, Manager, Hongkong.

THE CITY OF PARIS,

2, PEDDER STREET,
(OPPOSITE THE HONGKONG HOTEL),
MADAME FLINT, Manageress.

SPECIAL LOW PRICES

FOR

AUTUMN COSTUMES.

SEE DESIGNS IN OUR WINDOWS.
Hongkong, 11th September, 1906. [855]

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' ex-
perience in TATTOOING is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained
by any other, as their composition is only known to me. H. R. H. The Duke of York, and
H. L. H. The Emperor of Russia, both honoured me with their patronage; besides many others
of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 recom-
mendations which I have received from all sources.
Hongkong, 16th November, 1905. [55]

A. CHAZALON & CO.

</

Intimation.

Powell's

(28, QUEEN'S ROAD.)

Have just received their

New Stock

of

FOOTBALL

BOOTS.

The "Cert" Registered.

CHROME

Light weight, no pads,
Studs, cut to cap and
joint strap one piece,
Unbreakable Toe

\$6.00

Pair.

RUSSET CALF

Medium weight, one pad,
Bars, Superior quality,
very hard Toe cap—

\$8.00

Pair.

Thoroughly Reliable

Boots.

W.M. POWELL, LTD.,

(OPPOSITE THE CLOCK TOWER)

HONGKONG.

Hongkong, 25th September, 1906.

Intimations.

K. A. J. OROTHMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen), LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS;
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.
SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA SERONGS.
MANDARIN COATS, COTTON SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1906.

Auctions.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 8th day of October, 1906, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of ONE LOT OF CROWN LAND, at Lung Hom, in the Colony of Hongkong, for a term of 75 years, from 10th day of MAY, 1904, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Estate	Locality	Boundary Measurements	Contents in Square feet	Annual Rent	Upset Price
Kowloon Island Lot No. 112.	Time Hon.	50' 0" 45' 0" 45' 0" 23' 0" 214' 0" 60'			

Hongkong, 29th September, 1906.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

THE VERY VALUABLE RECLAMATION PROPERTY, known as the REMAINING PORTION OF THE EXTENSION TO THE REMAINING PORTION OF MARINE LOT 88 containing an area of 1,871 square feet upon which stand the houses known as 21 HUNHAM STREET WEST and 18, WING LOK STREET will be offered for sale by PUBLIC AUCTION, ON MONDAY, the 15th day of October, 1906, at Mr. GEO. P. LAMBERT, at his Sales Rooms, No. 3, Duddell Street, at 3 o'clock in the afternoon.

The Purchaser on completion of his purchase will be entitled to surrender the premises purchased by him to the Crown and to call for a Crown Lease of the same for 999 years on the 27th day of September, 1954, at the Annual Rent of \$54. The Purchaser will be required to take up such Crown Lease as soon as practicable after completion.

For further particulars and conditions of sale, apply to Messrs. JOHNSON, STOKES & MASTER, 8, Des Vaux Road Central, The Vendor's Solicitors, or to The Auctioneer, Mr. GEO. P. LAMBERT, 3, Duddell Street, Hongkong, 4th October, 1906.

BY ORDER OF THE MORTGAGEE, of VALUABLE LEASEHOLD PROPERTY, situate at Lan Kwai Fong, in the Colony of Hongkong, ON TUESDAY, the 16th day of October, 1906, at 3 P.M., by Mr. GEO. P. LAMBERT, Auctioneer, at his Sales Rooms, Duddell Street, Victoria.

The Premises are registered in the Land Office as SECTION A OF INLAND LOT No. 1,265 with the Message thereon, known as No. 6, Lan Kwai Fong, and are held from the Crown for the residue of a term of 999 years.

Annual Crown Rent \$5.76.

For further particulars and conditions of sale, apply to Messrs. EWENS, HARTON & HARDING, Vendor's Solicitors, Hongkong, 3rd October, 1906.

RIVERSIDE SUNSET.

It is the hour of sunset glow,
And in the mellow golden gleam
The roofs, the trees, the murmuring stream
Are bathed in a celestial flow;

No furtive kiss of trembling light,
Like sunbeams glinting through a storm;
But with a splendour rich and warm
Thou shalt but deepen into night.

And whilst the glory floods around,
A whisper, born 'mid flower and tree,
Begins to linger lullingly
Along the undulating ground.

The river sings the words to rest
With voice of waters rippling light;
The swaying woods with verdure bright
Hang fondly o'er the water's breast.

So still the air is, that the cry
Of seamen passing with the tide,
Re-echoed as their vessels glide,
Breaks not the calm of earth and sky.

The birds that 'mid the bushes throng—
Have twittered each a soft farewell,
And sink to slumber 'neath the spell
Of evening's fond cradle-song;

While night is falling, and the hymn
Of winds across the uplands grey
Is dying with the dying day,
And sleeps along the valleys dim.

—*Pall Mall Gazette.*

HIS MAJESTY'S SHIP "DREADNOUGHT."

A THOROUGHLY WELL-BUILT SHIP.

The Press Association's Portsmouth correspondent states on the authority of high officials in Portsmouth Dockyard that the Report published that the work aboard the battleship *Dreadnought* has been scamped, and that the ship has been badly built, is entirely without foundation. The names of the officials interviewed cannot be disclosed, but their title to speak with authority is, says the correspondent, unimpeachable. They state that the ship has been thoroughly well-built, and has stood all the hydraulic and other tests applied, both to her double-bottom and to her watertight compartments, without leaking in the least.

"There is no foundation whatever for the assertion," one official remarked, "and I do not understand why they should have been circulated, unless there is some jealousy on the part of private firms because the *Dreadnought* has been built in a Government yard in a record time. These firms could not build such a ship in the same period, because trade union organizations would not permit men to work under the same conditions or put in so much overtime as the men have done on the *Dreadnought*. The fact that the men have worked overtime does not imply sweating. There has been no sweating whatever. The men have been fully paid for what they have done, and so far from 'resenting' overtime, they like it. There has been no scamping whatever, and no ship has ever been better built."

The correspondent adds that the authorities are extremely indignant with the assertion published, as those engaged on the *Dreadnought* have displayed enthusiastic pride in their work to an extent which is somewhat unusual in a Government establishment. The report referred to above did not appear in the *Pall Mall Gazette* that paper remarks.

COMMERCIAL WEEKLY SHARE REPORT.

Reviewing the share market for the week, Messrs. E. S. Kadoorie & Co. write on the 5th inst.:—The market during the week has been dull and inactive, and quotations for most stocks remain much the same.

Banks.—Hongkong & Shanghai Banks continue on offer at \$30. The London quotation is £93. Nationals are unchanged.

Marine Insurance.—Unions and Cantons remain with sellers at \$775 and \$320, respectively. The report of the Canton Insurance Office, Ltd. for the year 1905 has been issued to shareholders. There is a credit balance of \$57,750.93 in the working account, which it is intended to appropriate in the following manner:—To pay a dividend of \$10 per share which will absorb \$300,000, to add to the Reserve Fund \$75,000, Re-insurance fund \$31,124.4, to write off gold securities \$75,000 and to carry forward the balance of \$233,638.49 to 1906 account.

Shipping.—Hongkong, Canton & Macao Steamboats are firm at \$14. Douglasses are quoted at \$43, ex the dividend of \$1 per share just paid. China and Manilas are quiet at \$23. Indos are very firm at \$74, but shares can be got at \$75. The Shanghai quotation is Tls. 54. Shell Transports are in request at 29s.

Refineries.—China Sugars are neglected at \$157. Luzons are offering at \$22.

Mining.—Rauhs have advanced to \$82. Chinese Engineering are unchanged.

Docks, Wharves and Godowns.—Hongkong & Whampoa Docks were slightly weaker in the early part of the week, when sales took place at \$150 and \$151, and are now quoted \$152. Shanghai Docks have declined slightly to Tls. 105, but they are in demand at this rate. Kowloon Wharfs have been done at \$94.

Land, Hotels and Buildings.—Local stocks under this heading are unaltered. Shanghai Lands are quoted at Tls. 95 ex the new issue.

Cotton Mills.—Hongkong Cottons have been sold at \$131, at which rate shares can be obtained. Ewos have buyers at Tls. 75.

Miscellaneous.—Green Island Cements have changed hands at \$10, and there are sellers at the rate. William Powells are quoted at \$10. China. Providents have been sold at \$91. Sumatras continue to advance and have buyers at Tls. 95. Leogkats are offering at Tls. 24s.

Intimation.

THE TRUTH ALWAYS.

"When you are in doubt tell the truth." It was an experienced old diplomat who said this to a beginner in the work. It may pass in some things, but not in business. Fraud and deception are often profitable so long as concealed; yet detection is certain sooner or later; then comes the smash-up and the punishment. The best and safest way is to tell the truth all the time. Make you make friends that stick by you, and a reputation that is always worth twenty shillings to the pound everywhere your goods are offered for sale. We are able modestly to affirm, that it is on this basis that the world-wide popularity of

WAMPOL'S PREPARATION

tests. The people have discovered that this medicine is exactly what it is said to be, and that it does what we have always claimed it will do. Its nature also has been frankly made known. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. A combination of supreme excellence and medicinal merit. Nothing has been so successful in Anemia, Scrofula, Bronchitis, Influenza, Loss of Flesh and Wasting Diseases, Weakness and Low Nervous Tone, and all complaints caused by Impure Blood. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medicinal triumphs of the age. "Watch carefully against imitations." Sold by chemists throughout the world.

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"MERIONETHSHIRE,"

Captain C. H. Burch, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 4th October, 1906.

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"ELLEN RICKMERS,"

Captain Mierschala, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 8th instant at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 2nd October, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 2nd October, 1906.

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 2nd October, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE R. & O. S. N. Co's Steamer

"SIMLA,"

FROM LONDON, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Britannia*: Optional Goods will be landed here, unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 4th October, 1906.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 8th instant, will be landed at Consignees' risk and expense. Claims for rain damage to Cargo landed into Godown, at Consignees' expense, will not be entertained.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 4th October, 1906.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"BRISGAVIA,"

Captain Hildebrandt, having arrived from Hamburg, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th October, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th October, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 2nd October, 1906.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"HABSBURG,"

Captain Filler, having arrived from Hamburg, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 8th October, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th October, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 1st October, 1906.

S.S. "TOURANE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Charente*, from Havre ex s.s. *Charente*, and from Bordeaux ex s.s. *Ville de Bordeaux* and *Le Roy Lallier*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before MONDAY TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 8th October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th October, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 8th October, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 1st October, 1906.

Entertainment.

TYPHOON RELIEF FUND.

THE SPECIAL ENTERTAINMENT.

the proceeds of which are to be devoted to the above Fund, will be held in the CITY HALL, ON WEDNESDAY, October 10th.

The Programme will be a varied one, consisting of:—

SONOS
RECITATIONS
MUSICAL SKETCH.
CUTLASS DISPLAY.
BAYONET FIGHTING.
SKIPPING ROPE DANCE.
HORNPipe.
SONGS IN CHARACTER.
Sketch entitled
FIVE MINUTES AT MARGATE.

In addition to which the Band of the West Kent Regiment will assist.

Tickets:—... Price \$4, \$3, \$1.
Booking Office is now open at the ROBINSON PIANO COMPANY.

R. SUTHERLAND,
Hon. Secretary,
Entertainment Committee.
Hongkong, 5th October, 1906.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.


Hongkong, 10th January, 1906.

FOR SALE.

WELSDACH'S IN-DOOR & OUT-DOOR 4" LIGHT GAS ARC LAMP.
Do. BOXED LIGHTS.
Do. HARP LAMP.
Do. M.A.N.TLES, CHIMNEYS, GLOBES, SHADES, &c., and INCANDESCENT GASOLINE LAMP of all descriptions from best makers.
NAPHTHA of the best kind for GASOLINE LAMP and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,
109, Des Vaux Road Central.
Hongkong, 1st October, 1906.

THE WINE GROWERS SUPPLY CO.



BARRETTO & Co.,
General Agents, Hongkong.

COGNACS.

L. ROZET & CO., BORDEAUX.

Special Brands.

Cognac, ... \$15.00 Per Dozen Case
" S. O. P. ... 18.70
" Very Old
" Fine Champagne 22.50
Cognac, Grande
" Fine Champagne
" Blue Ribbon
" Guaranteed 72
" Years Old, ... 32.50
Cognac, Grande
" Fine Champagne,
" Green Ribbon
" Guaranteed 20
" Years Old, ... 46.70
Cognac, Grande
" Fine Champagne,
" Red Ribbon
" Guaranteed 30
" Years Old, ... 56.00

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.
Hongkong, 3rd October, 1906.

Intimation.



"STILL LEADING."

**WATSON'S
E
LIQUEUR
SCOTCH
WHISKY.**

\$15-per case.

**A. S. WATSON & CO.,
LIMITED.**

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

Hongkong, 28th September, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE):
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per month, proportional. The daily issue is delivered free when the above is payable in advance. The copy sent by post is additional \$1.80 per quarter in charge for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On September 30, at "Kalee," Shanghai, the wife of TH. BULOW VON RAVEN, 1. M. Customs, of a daughter.

On September 30, at Shanghai, the wife of W. J. E. FORSYTH, Nanking, of a son.

MARRIAGE.

On October 2, at Shanghai, J. A. REYNOLDS, of I.M. Customs, to MABEL MAUD LILIAN, second daughter of the late J. T. Burgoyne, M.D., of Maryborough, Queensland.

DEATHS.

On October 1, at Shanghai, PAN SING-CHONG, for 13 years House Surgeon of the Shanghai Road Hospital, aged 47.

On October 2, at Shanghai, JOHN LEONARD, (late Chief Engineer S.S. "Kweller"), aged 54 years.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 6, 1906.

THE LATE HARBOUR MASTER.

The local Press have paid their just tribute to the sterling worth of a Public servant by whose untimely end the Colony and the community have been all the poorer by the loss of an official of whom it can be said with no exaggeration of language that he was an officer whose equal it should be difficult for the Colony to find to replace the head of the harbour department in the important shipping port of Hongkong. The sympathy which is extended by the Press in Shanghai will be appreciated by the friends of the late Harbour Master in Hongkong. "It will be with deep regret," says the N. C. Daily News, "that the many friends of Captain Barnes-Lawrence, Harbour Master of Hongkong, will learn of his sudden death yesterday and instinctively sincere sympathy with his widow and daughter will be expressed. Captain Barnes-Lawrence came out to Hongkong in 1904 to fulfill the onerous duties of Harbour Master at a time when the problem of providing accommodation sufficient for the rapidly increasing

number of ships putting in at that port was causing much worry and not a little anxiety to those in authority. He soon settled down to his duties and obtained a sound knowledge of the local conditions and difficulties. He gave considerable consideration to the question of providing supplementary deep water anchorage; and the typhoon shelter problem was always uppermost in his mind. By his work more than by his speeches, in the Legislative Council, the steps he thought it prudent and found himself able to take were noted, and before the recent typhoon he had come to the conclusion that, though the exchequer could ill afford the money, yet proper typhoon anchorages must be found and Hongkong made a harbour in the proper sense of the word. In the public life of the Colony Captain Barnes-Lawrence took an unostentatious part; as a public servant he had his critics but never have they been pronounced. At "The Chai," the Peak, many a resident in the Far East will remember being received by a typical, genial naval officer. He will be sadly missed."

LOCAL AND GENERAL.

The English and French mails of the 8th and 4th Sept. were delivered in London on the 5th inst.

Mr. F. J. Bageley, Captain Superintendent of Police, has been appointed to be provisionally an official member of the Legislative Council.

THE S.S. *Chinkai Maru* was successfully re-floated yesterday. She has since been towed across to Kowloon, and is lying in the bay awaiting her turn to be drydocked.

IN the report of the Canton Insurance Office, printed in our yesterday's issue, the statement of account related to the year ending 31st December, 1905, and not 1906, as printed in error.

HIS Excellency the Governor has been pleased, with the approval of the Secretary of State for the Colonies, to appoint Dr. J. W. Hartley, M.B., to be a temporary assistant surgeon in the Medical Department.

AN application has been made to the authorities by the Kobe Kawasaki Dockyard Company for a charter to set up a large floating dock, which can accommodate a vessel of 15,000 tons, just off the mouth of the old course of the Minatogawa. The cost of such a dock is estimated at ¥1,490,000, including a curved breakwater to protect it from high seas and winds.

A CHINAMAN, who was a witness for the prosecution in a certain case heard at the Police Court this morning, was called to the stand to be examined. While the interpreter was administering to him the usual oath the man put up his hand and suddenly his right hand shot up in the air and remained over his head. "Put your hand down," said Mr. Hazeland. "You are not in Scotland."

THE *Shingpo* publishes a telegram under date the 30th ult. from Peking, to the effect that the Emperor has granted the joint request of the Viceroy at Nanking and Governor at Soochow to pass free from Customs dues 100,000 tons worth of rice purchased from Anhui and Kiangsi provinces and destined for consumption in Shanghai and vicinity. This rice will, of course, be sold to the people at cost price.

THE following cable has been received from G.O.C. Capetown:—*Soudan* sailed from Durban 4th October as follows for Hongkong and North China: Army Pay Department, one officer, one lady, two children; R.A.M.C., two officers, one lady, nine N.C.O.'s and Men; 1st Middlesex Regt., 21 officers, seven ladies; four children, 86; Warrant Officers N.C.O.'s and Men, 21 women, forty children; 3rd Manchester Regt., one officer, one man, one woman.

THE C. N. S. *Shanghai*, which arrived at Shanghai from Hongkong on 2nd inst., reports: At 3.30 p.m., on September 28, passed the C. N. S. *Yokohama* with two lighters, at anchor off Kerr Island, Haitan Strait, sheltering. At 1 p.m. on the 30th, passed the I.C.S. *Chongyang*, sheltering under Taichau. She reported that she had lost one li. later, at 3.30 p.m. the same day, observed another steamer of the Indo-China S.N. Co. approaching Taichau, with two lighters in tow.

ACCORDING to a statement in the *Shanghai Mercury*, that evidently emanated from the Dock and Ship building plant there several vessels are shortly to be ordered by the Philippine Government for service round the islands, and bids for same will soon be advertised. The Shanghai Dock and Engineering Company will be among the bidders, and in view of the work done on the revenue cutters built for the U. S. Government a couple of years ago, that Company believes it stands a chance of securing some of the contracts.

FOLLOWING are the returns of the average amount of bank notes in circulation, and of specie in reserve in Hongkong, during the month ended 30th September, 1906, as certified by the managers of the respective Banks.

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	\$3,189,352	\$2,300,000
Hongkong and Shanghai Banking Corporation	11,512,521	8,500,000
National Bank of China, Limited	106,986	45,000
Total	\$14,808,861	\$10,845,000

DEDICATION OF ST. ANDREW'S.

NEW CHURCH AT KOWLOON.

GIFT OF SIR PAUL CHATER.

This afternoon, acting under the powers vested in him as Commissary, by His Grace the Archbishop of Canterbury, during the vacancy in the See of Victoria, Hongkong, created by the death of the late Bishop, the venerable Archdeacon Bannister dedicated the new church of St. Andrew's, which has been erected and presented by Sir C. Paul Chater, C.M.G., to Kowloon. It will be remembered that the foundation stone of this new place of worship was laid by the late Bishop of Victoria on December 13th, 1904, the church itself being erected according to plans drawn up by Mr. A. Bryer, of Messrs. Leigh and Orange, architects, following the lines of the old English Gothic style of architecture. The church is erected on a fine site at the end of Robinson Road, on an elevation, the ground being a free gift of the Government for the purpose. As the edifice neared completion the difficulty of the furnishing had to be faced, but it was one soon surmounted, for the appeal to the public was promptly responded to, and all anxiety on that score was soon removed. Besides giving the Church itself, Sir Paul Chater presented a beautiful East Window, depicting the Crucifixion, and the Last Supper, and five Chancel lights. The brass eagle lectern was the gift of Mr. Bryer, the architect of the Church, the Rev. F. T. Johnson, M.A., Chaplain of St. John's Cathedral (now on leave at home), presenting the font. The Communion Plate was provided by subscription, while Mr. W. King presented the Service and Office books, and the Bible for the lectern. The "Fine Linen" for the altar during the celebration of the Eucharist, was presented by Mr. and Mrs. E. C. Lewis Messrs. Wilks and Jack, having secured the co-operation of their friends, being responsible for the installation of electric lights throughout the building. The brass bookrest for the altar was the gift of Mr. J. Lowe, Mr. John Plummer presenting the brass cross for the altar. The altar frontals are the gift of Lady Hoare, a relative of the late Bishop. The prayer books have been presented to the church by the S. P. C. K., while the late Bishop Hickersteth, Bishop of Exeter, shortly before his death, which took place so recently, made a gift by grant of the Hymn books required. As for the pulpits, reading-desks, credence-table, seats for the clergy, choir seats and rails, they were all provided by the late Bishop of Victoria, who took much interest in this new church.

As regards the salary of the Chaplain, the Rev. A. J. Stevens, the Cathedral Church Body have made themselves responsible for half of the same for three years, the remainder to be provided out of the offerings, pew-rents, voluntary contributions, and subscriptions, out of which also must be provided all the expenses for maintaining the services, as there is no endowment. Later, naturally, an organ will be required, and that means an organist's stipend. The Cathedral Church Body will be appointed trustees of the Church and property, and they will appoint a Vestry for the usual purposes of the Church. At the Dedication Service to-day the order of which had been specially drawn up by the late Bishop, there were present all the clergy in the Colony who could be present, besides a large contingent of members of St. John's Cathedral. The Rev. A. J. Stevens now enters upon his duties as first chaplain of St. Andrew's Church, having been released from duty at the Cathedral.

ALLEGED JUNK LOOTERS.

PING CHAU FISHERMEN UNDER ARREST.

Two fishermen were assigned before Mr. H. H. J. Gompertz, this morning, at the Police Court, at the instance of Sergeant Appleton, of Yaumatei Police Station, for being in unlawful possession of a large quantity of goods, which were suspected to have been stolen. The goods seized on defendants' junk by the police consisted of nine woollen blankets, 75 pieces of clothing, 13 rolls of cloth, one rifle, five gold rings, one gold mounted rattan bangle, one silver and a jade stone bangle and \$124 in money. Total value \$456.

The men were arrested at Yaumatei yesterday afternoon carrying the bundle of blankets. The police say they were taking it to a pawnshop. At the station the men were asked the number of the junk and a *lukong* was dispatched to search the junk and to bring what property he thought was lost to the station. He only returned with the rifle. Sergeant Appleton was sure there was more property on the junk than a rifle and he took a turn out, returning later with three boxes and a sack, containing the property mentioned above. The men were then charged, and when asked where they got the property from, said they picked it up on the beach at Ping-chau Island.

Mr. Otto Kong Sing appeared for the defendants and asked for a remand as he had only just been instructed.

The case was remanded until Friday next. Bail \$10 each.

A CHINAMAN who was only discharged from Victoria Gaol on the 4th instant, after doing a term of fourteen days for unlawful possession, was seen walking along the street last night with a large engine-room spanner in his hand. An officer saw the man and knowing that he did not come by the spanner honestly, or if he did, he was not carrying it to cool his hands, took him in charge. At the station the man said a "good friend" gave him the spanner, but he knew not the whereabouts of that friend. There could be no other charge, but unlawful possession, that could be preferred against him, and on being placed before Mr. H. H. J. Gompertz, at the Police Court this morning, he was fined \$25, or in default six weeks' gaol, and in lieu of one dollar of the fine to be placed in the stocks for six hours.

THE C. P. R. SERVICE.

ANOTHER TRIUMPH.

The acting general agent writes us under today's date as follows:—

News has reached us to-day from our Montreal office of another triumph for the new Canadian Pacific Atlantic *Empress* steamers, *Empress of Britain* and the *Empress of Ireland*. The *Empress of Britain* from Quebec Aug. 24th, and the *Empress of Ireland* from Liverpool Aug. 25th, have established new records both East and West bound. Feeling that the new fast time by the Imperial Mail steamers of the Company engaged in carrying the English mails from Home will be of interest to your readers we beg to give full particulars below:—

Empress of Britain from Quebec Aug. 24th: Left Rimouski Saturday, August the 25th, 9.30 a.m., and arrived at Liverpool Friday, August 31st, at 8.00 a.m., apparent time of passage 5 days, 22 hours, and 30 minutes. Deducting 5 hours difference in time, the actual time of passage from Rimouski to Liverpool is 1 day, 17 hours and 30 minutes. Her time from Rimouski to Moville, deducting difference in time 5 days, 6 hours. This is ten hours faster than any best previous record.

Empress of Ireland from Liverpool August 24th: Sailed from Liverpool Friday, August 24th, at 11.20 p.m., and arrived at Rimouski on Thursday, August 30th, at 4.20 p.m. Apparent time of passage is 5 days and 17 hours. Adding 5 hours difference in time, the actual time of passage from Liverpool to Rimouski, is 5 days, 22 hours. Her time from Inishabull (Moville) to Rimouski, adding difference in time is 5 days, 10 hours and 30 minutes; which is 4 hours faster than any previous record. This is the fastest voyage ever made between Liverpool and Quebec. Actual time 6 days, 7 hours, and 50 minutes, exactly 6 hours and ten minutes faster than has ever been made by any steamer.

ALLEGED PICKPOCKETS.

PRACTICE GAME ON KERRY LAUNCH.

Two Chineses—one well known to the police, having had eleven previous convictions, and the other a new arrival—were the defendants in a case heard at the Police Court this morning, before Mr. F. A. Hazeland. The complainant is quartermaster on an ocean-going steamer, and he alleged that the defendants separated him from a \$10 bill on board a Yau-mai ferry launch yesterday afternoon. He showed the Court the left hand pocket of his coat, which was cut, showing a slit about three inches long, from where he said his \$10 changed hands. He said that he was on his way across the harbour yesterday, and on the launch met the two defendants, who sat pretty near to him. When the launch was going alongside the bamboo pier he happened to put his hand in his pocket, and found to his amazement that there was a hole there and his only \$10 bill gone. The two defendants had vanished. Landing at the wharf he met them again, but as soon as they saw him they cleared. He gave chase and was about to catch hold of the first man when the latter suddenly switched round and struck out, knocking him over. He held on to his man, nevertheless, until District Watchman 41 arrived and took him in custody. The prisoner's confederate had then vanished. Half way to the station a man eluded his way through the crowd and offered to return the quartermaster \$4 if he would order the release of the man in custody of the watchman, as he was a good friend of his. The quartermaster turned round, and finding it was the man who was with the prisoner on the launch, seized hold of him also; and both were removed to the station. The quartermaster's uncle testified as to seeing the first defendant cutting his nephew's pocket.

The case was adjourned.

SUGAR REFINING IN JAPAN.

The proposed incorporation of the three sugar refining companies, the Tokyo, Osaka, and Daiichi companies, has been agreed upon. At a special general meeting of the Japan Sugar Refining Company of Tokyo, the progress of the negotiations for the incorporation of the Daiichi Sugar Refinery was reported upon. The meeting postponed the approval of a provisional contract for the incorporation of the Tokyo and Osaka companies recently signed, as the amalgamation of the Daiichi firm has been agreed on in the main, and the contract including the three concerns is to be laid before a general meeting shortly. The meeting unanimously adopted a proposal to increase the company's capital by ¥400,000. It was further decided to call a further special meeting on October 10th next.

The twenty-first half yearly report of the Japan Sugar Refining Company of Osaka, just out, shows that the gross profit of the company for the last half year has amounted to ¥2,810,149, while the working expenses have amounted to ¥2,958,347, showing a loss of ¥148,198, for which a surplus of ¥12,661 has been paid, leaving a net loss of ¥135,536. Against this a sum of ¥200,000 has been drawn from the special reserve. Of this sum, ¥135,536 has been paid towards the loss, ¥60,000 for a dividend at the rate of ¥2 per share, carrying forward a surplus of ¥4,463—*Japan Chronicle*.

K. TANOMOTO, a Japanese student, on board s.s. *Tamba Maru*, who was arrested yesterday forenoon on the Praya East for behaving in a disorderly manner in tramcar No. 28, did not answer to his name when called at the Police Court this morning, and Mr. F. A. Hazeland ordered his bail of \$5 to be estimated. Tanomoto and four other Japs boarded the car and occupied first-class seats. When the conductor came round to collect the fares Tanomoto handed him the equivalent of third class fares. The conductor refused to accept it and a row followed in which the Japs tried to smash up the tram. When the police arrived the four others vanished, but Tanomoto got arrested.

CANTON DAY BY DAY.

THE NEW VICEROY.

[From Our Own Correspondent.]

Canton, 5th October.
A telegram has been received here from Viceroy Chow Fu, stating that he will start on his journey to the south on the 23rd day of the present moon, and will report for duty within the present month. Tsojal Sum Tung will also accompany him.

TYPHOON LOSS.
Viceroy Shum has ordered several weiyuns to proceed to the different ports to ascertain the loss sustained by, and the condition of, the people, after the recent typhoon. It is the Viceroy's intention to memorialize the Throne on the matter.

HONAM P-LICE.

On the 16th of this month, the Honam Police Department held its opening ceremony at the Hoi Tong Monastery. There were many officials present, including the Provincial Treasurer Wu, Commissioner Sum of the Canton Police Department and the Brigadier-General Wong Pui Chung.

THEATRE TO BE RE-OPENED.

A certain gentry has presented a petition to the Pun U Magistrate, applying for the re-opening of the Cheung Lok Theatre, Honam, which had been sealed up a short time ago. He is willing to offer the sum of \$4,400, per annum, towards the expenses of supplying a police station. The offer has been accepted and the theatre will shortly be re-opened.

HELD TO RANSOM.

Two wealthy gentlemen of Cho Tau village, of Samshui, have been kidnapped and are held in captivity by some robbers. It is reported that a certain draper named Hung Chang, in the city of Canton, has received a letter from the miscreants, stating that the two gentlemen will not be released, unless a ransom of \$10,000 be paid to them.

VALUE OF BLACKWOOD.

ALLEGED UNLAWFUL POSSESSION.

Mabel Mason, a married woman, residing at No. 7, Salisbury Avenue, Kowloon, was charged before Mr. H. H. J. Gompertz, at the Police Court this morning, with being in unlawful possession of some furniture. The furniture consisted of two carved blackwood stools, which the police say is worth \$20—a price far in excess.

The furniture which was discovered in Mrs. Mason's house, was alleged to have been part of a cargo of a junk which was wrecked on the Kowloon Beach during the typhoon of the 18th ultimum. On that junk at the time, we are informed, were several thousand dollars of blackwood furniture, and as it is stated, they were not insured and most of the cargo was lost, the owner have invoked the aid of the police to assist him in recovering what property was stolen from the beach.

"You are charged with unlawful possession of these things—two stools," said his Worship. "What have you got to say?"

"I am not guilty," replied Mrs. Mason.

P. C. Wills, of the Water Police Station, sworn, said that at 6.40 o'clock yesterday afternoon, by virtue of a search warrant, he entered defendant's house—No. 7, Salisbury Avenue. She was there at the time. He informed defendant that he had a warrant to search the premises and showed her the order. Defendant then said that she had two pieces of blackwood furniture. Witness went into the dining room and seized the furniture. When this happened defendant said she received it from a Chinaman.

"When asked what she had to say, Mrs. Mason explained that, recently, she was met by a man who asked her if she wanted to buy some things. He produced the stools and she thought he had them on sale, as he had others besides. The man asked her if she would give him \$10 for the pair. She said she would not, and gave him \$5.

"Five dollars?" queried Mr. Gompertz. "Yes," continued the defendant, "and no more, for I can buy the same things for \$9 at auction, and I don't see why I should pay more."

A question then arose in Court as to the market price of the articles. His Worship thought that the estimate the police placed on the furniture was low, while others in Court who knew good blackwood furniture when they saw it, were of opinion that the pricing was not properly done, and that the stools were not worth \$5 each.

His Worship therefore adjourned the case to make inquiries in the matter, saying he would hand over his decision on Monday.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 6th at 12.0 p.m.—The barometer has risen, considerably over China, and fallen moderately in S.E. Japan.

The anticyclone is central to the North of the Yangtze. The low pressure trough remains over the middle part of the China Sea and the Pacific to the N.E. of Luzon, the lowest pressure being situated; apparently, in the neighbourhood of N. Luzon. Another area of low pressure appears to be situated off the coast of S.E. Japan.

Gradients are steep along the China Coast, and strong N. and N.E. winds to gales will be met with in the Formosa Channel and the N. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, fresh or strong; fair.
2.—Formosa Channel, N.E. gales.
3.—South coast of China between Hongkong and Lamscocks, N. to N.E. winds, strong.
4.—South coast of China between Hongkong and Hainan, N. winds, strong.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

HONGKONG CRICKETERS.

RETURN TO HONGKONG.

[From Our Own Correspondent.]

Shanghai, 6th October,

12.50 p.m.

The Hongkong cricketers left by the German mail on their return trip to Hongkong to-day.

They had a hearty send-off.

INTERPORT TENNIS MATCH.

HONGKONG DEFEATED.

[From Our Own Correspondent.]

Shanghai, 6th October,

12.50 p.m.

The interport tennis match played yesterday resulted in Shanghai being victorious in all the three sets (doubles).

H.B.M. MINISTER AT TOKIO.

GOES ON LEAVE.

[From Our Own Correspondent.]

Shanghai, 6th October,

12.50 p.m.

The British Minister leaves Tokio, on furlough on the 13th inst.

Viscount Hayashi, the Foreign Minister, entertained His Majesty's representative at a farewell luncheon yesterday.

TYPHOON RELIEF FUND.

Following is the programme of the special entertainments, the proceeds of which are to be devoted to the above fund, which will be held in the City Hall theatre, on Wednesday, October 10th, at 9.15 p.m.—H.E. J. Governor, Sir Matthew Nathan, K.C.M.G., Comandore H.C.P. Williams and the Officer Commanding the Troops, Col. C. N. Darling, R.E., have kindly consented to be present. By kind permission of Lt.-Col. H. G. Fittos, D.S.O., and the Officers, the Band of the 2nd Battalion West Kent Regiment will assist:—

PART I.

Waltz "Gold and Silver" Band of the West Kent Regt.
Prologue "The Shipwreck" Miss Rowe
Cantata Extrad "Men of H.M.S. 'Flora'"
Song "Drake's Drum" Mr. G. H. H. H. H.
Song "She wandered down the Mountain side" Mrs. Newman
Musical Sketch "The Shipwreck" K. Sutherland
Song "Come Sweet Morning" Mr. F. H. Thomas
Song "The Shipwreck" Mrs. B. G. H. H. H.
Song "Prologue—Tagliacci" Rev. Langridge

PART II.

Selection from La Mascotte Band of the W.K. Regt.
Ballet "Ballet" Men of West Kent Regt.
Song and Dance "Just a little bit of string" Mrs. E. W. Matland
Song "Selected" Lt. Crooke, R.A.
Song "The Shipwreck" Miss Rowe
Song "The Shipwreck" Mr. R. Sutherland
Musical Plumber, Blom, Daniel, Pollux, Cator, Hickman, Harlow, Grimbale and Sutherland.
Song Dance "The Shipwreck" Lt. Fraser, R.A.M.C.
Piper "The Shipwreck" R. G. Munro.
Late trams will run after the performance.
Tickets may be obtained at the Robinson Piano Co. Prices—\$4, 13 and 51.

THERE were fully five hundred Celestials on the pier of the Hamburg American Line in Hoboken, says a recent issue of a New York paper, when Kang Yu Wei, president of the Chinese Empire Reform Association, sailed. He had completed a year's visit to this country, Mexico and Canada, and was going to observe conditions in Russia, Spain, Greece and Portugal. The "Yellow Bryan," as the leader of the reform movement has been called, made a speech from the steamer's deck, to the throng on the pier and was roundly applauded. Standing by him at the time was his daughter, who remains here to enter college in the fall. Kang Yu Wei was enthusiastic in his praise of America while talking to reporters, and declared that this Government was one of the best in the world. "When the reform party comes into power at home," said he, "your methods will be copied." Particularly did he praise American women, saying that their beauty and the freedom of their lives were extremely attractive to him. He wished that the women of China were as beautiful and could live as unhampered as women here.

SHIPPING AND MAILS.

MAILS DUE.

German (*Gulistan*) 8th inst, 6 p.m.
German (*Princess Alice*) 8th inst., to a.m.
Indian (*Catharine Apur*) 9th inst.
American (*America Maru*) 14th inst.
Canadian (*Tartar*) 18th inst.
German (*Empress of India*) 21st inst.
German (*Willhad*) 22nd inst.

The s.s. *Wray Castle* sailed from New York on 4th inst.

The s.s. *Oriel* left Moji on 5th inst., for this port, and is due here on 10th inst.

The Java-China-Japan Lijn s.s. *Tijlman* left Kobe for this port on 4th inst., and may be expected here on 14th inst.

[From Our Own Correspondent.]

Intimations.

THE
ROBINSON PIANO
CO., LD.,
ARE SHOWING
HIGHEST CLASS
PIANOS,
BY
THE LEADING MAKERS
OF
THE WORLD.

Steinway,
Bechstein,
Bluthner,
Winkelmann,
Collard & Collard,
Hopkinson,
Haake,
Krauss, &c.

CASH OR CREDIT,
OR ON
HIRE FROM \$10 PER MONTH
INCLUSIVE.

Hongkong, 22nd August, 1906. [38]

£1,000.00

was offered by Mr. LINDEMAN if any added matter whatever (deleterious or otherwise) could be found in any one wine in his vast stocks.

AUSTRALIAN WINES.

CAWARRA CLARET:

Per case 12 bottles\$15.00
" " 24 1/2 " 16.00

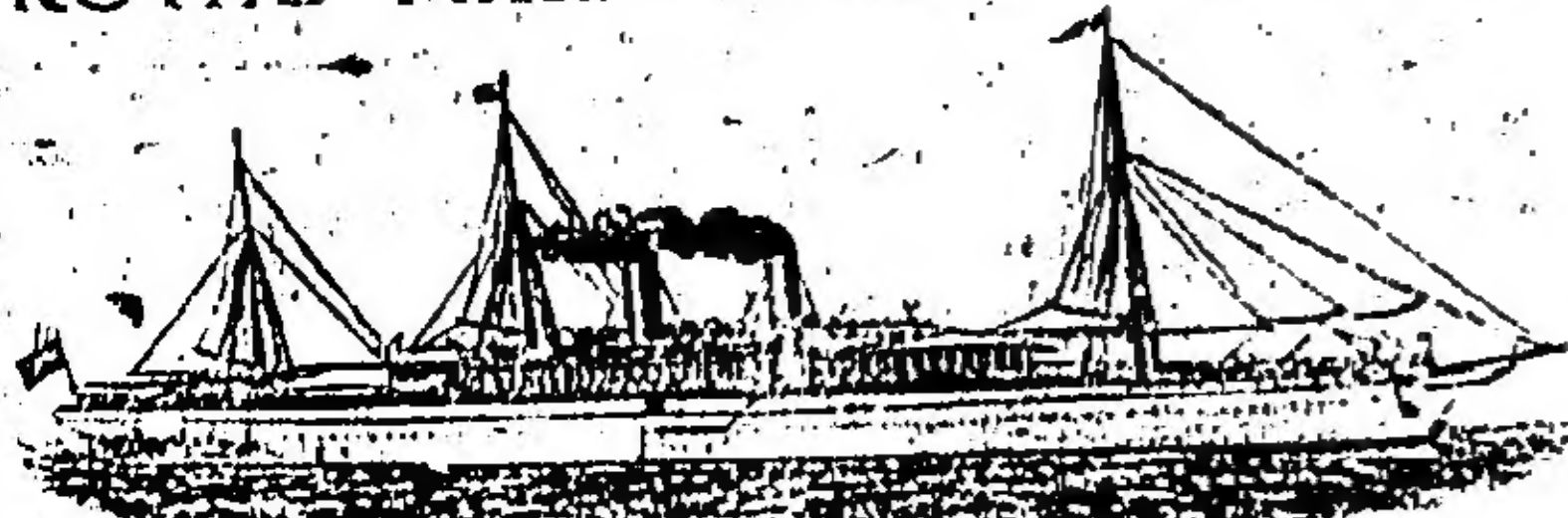
CAWARRA HOCK:

Per case 12 bottles\$15.00
" " 24 1/2 " 16.00

We can specially recommend the above as being of exceptional quality and flavour.

H. PRICE & CO.,
SOLE AGENTS,
12, QUEEN'S ROAD CENTRAL.
Telephone No. 135.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line," Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR".....	4,425	SATURDAY, October 20	November 12
"EMPRESS OF CHINA".....	6,000	THURSDAY, October 25	November 12
"EMPRESS OF INDIA".....	6,000	THURSDAY, November 22	December 10
"ATHENIAN".....	3,882	WEDNESDAY, November 28	December 22
"EMPRESS OF JAPAN".....	6,000	THURSDAY, December 20	January 7
"MONTEAGLE".....	6,163	WEDNESDAY, December 26	January 19

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class..... via S. Lawrence £60. via New York £62.
Hongkong to London, Intermediate on
Steamers, and 1st Class on Railways £42.
"R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate
Passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
Hongkong, 6th October, 1906. D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya. [13]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 6th October, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
TSINGTAO, CHEFOO and NEWCHWANG	"KASHING".....	7th October.
SHANGHAI.....	"YCHOW".....	7th "
TAIWANFOO.....	"CHANGCHOW".....	7th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA".....	8th "
TIENSIN	"KWEICHOW".....	8th "
MANILA	"TEAN".....	9th "
CHEFOO and NEWCHWANG.	"KWEIYANG".....	12th "
SHANGHAI	"SHAOHING".....	13th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th October, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.
All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO.....	2540	R. Rodger.....	MANILA (DIRECT)	—
RUBI.....	2540	R. Almond.....	"	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 6th October, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship "SOUTH AMERICA".....16th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 24th September, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.
PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious passenger accommodation first class. Cabins Amidsip, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOU AND TIENSIN VIA SHANGHAI.

RHENANIA.....	Capt. v. Hoff.....	1st November.
HOHENSTAUFEN.....	" Jaeger.....	2nd December.
SILESIA.....	" Bahle.....	2nd January.
SCANDIA.....	" v. Doehren.....	1st February.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

HABSBURG.....	Capt. Filler.....	2nd November.
RHENANIA.....	" v. Hoff.....	14th December.
HOHENSTAUFEN.....	" Jaeger.....	11th January.
SILESIA.....	" Bahle.....	8th February.
SCANDIA.....	" v. Doehren.....	22nd March.
HABSBURG.....	" Filler.....	5th April.
RHENANIA.....	" v. Hoff.....	17th May.
HOHENSTAUFEN.....	" Jaeger.....	14th June.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA	SITHONIA.....	14th October.
FOR YOKOHAMA & KOBE	SEGOVIA.....	18th October.
FOR SHANGHAI, KOBE & YOKOHAMA	RHENANIA.....	1st November.
FOR SHANGHAI, KOBE & YOKOHAMA	ANDALUSIA.....	13th November.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South America Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.

FOR HAVRE, BREMEN & HAMBURG	SUEVIA.....	10th October.
FOR HAVRE, ANTWERP & HAMBURG	SENEGAMBIA.....	16th October.
FOR HAVRE AND HAMBURG	HABSBURG.....	16th November.
FOR HAVRE AND HAMBURG	BRISGAVIA.....	16th November.
FOR HAVRE AND HAMBURG	SITHONIA.....	30th November.

Hongkong, 6th October, 1906.

THE ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE AND SAN FRANCISCO.

THE Steamship

"TUSCARORA".....

will be despatched for the above Ports, on or about the 10th of October, 1906.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 26th September, 1906. [946]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE".....

Captain Helms, will be despatched for the above Ports, on SATURDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th October, 1906. [979]

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at Malabar Coast).

THE Steamship

"YEDDO".....

Captain Cowley, will be despatched for the above Port, on or about the 13th November.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 3rd October, 1906. [975]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service, between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, via JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons.

Captain W. E. C. S. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA, Manager.

York Building.

Hongkong, 4th October, 1906. [848]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR".....

Captain S. H. Belsom, will be despatched for the above Ports, on TUESDAY, the 9th instant, at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 4th October, 1906. [954]

To Let.

TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Voeux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 26th September, 1906. [949]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE.

A HOUSE in WONG-MEI-CHONG ROAD.

FLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 5th September, 1906. [972]

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1906. [989]

TO LET.

HOUSES in MORRISON HILL GAP ROAD. 4 Rooms with necessary Bathrooms. Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL" BUILDINGS, No. 147, Wanchai Road. Each suite contains Bathroom and Kitchen. Very Low Rent.

GODOWN, No. 9, "WILD DELL" BUILDINGS.

Apply to—

PERCY SMITH & SETH, Accountants and Auditors, &c., 5, Queen's Road Central.

Hongkong, 24th July, 1906. [967]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China.

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail.

The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

Notices of Births, Deaths, and Marriages.

Each insertion in the Daily and Weekly.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages.

Each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision; well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

LOST OPPORTUNITIES AT SHANGHAI.

The history of the British settlement at Shanghai illustrates the extent to which a policy of drift may be carried when a Government allows events to shape their way without attempting to direct their course. Although British pioneers bore the whole burden of securing a footing in the Yangtze delta, their efforts have been largely neutralised by the persistent refusal of the British Government to afford the trading community of Shanghai the protection which was obtained at Hongkong by means of territorial annexation. To this day Shanghai remains, not a political possession, but a commercial settlement, in which the degrading machinery of Chinese sovereignty is inconveniently and immorally intermixed with the administrative procedure established by the European settlers for the self-government of their community. On two recent occasions rejected opportunities occurred for retrieving the efforts due to past omission. The annexation of Wei-hai in 1898 was an undoubted reply to the high-handed seizure of Kiaochow by Germany and of Port Arthur by Russia. Had Shanghai been annexed instead of Wei-hai, a rich commercial prize would have been acquired by pacific arrangement, and all those complicated questions, which are daily becoming more and more acute, would have been settled by the establishment of British rule. Again, in 1900, had Great Britain, in the face of the Boxer troubles declared her resolve to safeguard the lives and property of her subjects at Shanghai by annexing the settlement, which is hers by right of concession, the acquiescence of the other powers could at that time have been counted on. Salus civitatis suprema. Now that England is bound by treaty to maintain the territorial integrity of the Chinese Empire, the opportunity for establishing British sovereignty at Shanghai has passed away.

Whatever industrial changes may take place in China, their effect will be to increase the commercial importance of Shanghai. Situated some twelve miles up the Whangpoo river, Shanghai has established its position as the seaport for the trade which goes up and down the valley of the mighty Yangtze waterway as it follows its course from Tibet to the coast through the heart of the richest provinces of China. Railways will have a large share in the further development of China, but her foreign trade depends much more on that incomparable network of internal waterways which converge on Hankow, 300 miles from the mouth of the Yangtze river, and are causing that town to take its place as the principal industrial mart of Central China. As Hankow develops, so will Shanghai, the nearest outlet to the sea.

The political situation at Shanghai is complicated and unsatisfactory. The settlement, which was once exclusively British, has now become international. Without any formal retrocession of their legal rights as concessionaires, the members of the British community have allowed first the Americans, then the Germans, and afterwards other nationalities to be absorbed in the original British settlement and have a share in its administration. France alone stands out from other nations, retaining a separate settlement under the exclusive control of French officials.

The Government of the international settlement is in the hands of a so-called municipal council consisting of ten members, who are annually elected by European householders paying a minimum monthly rent of fifty dollars. The electorate under this franchise is about 800—a small proportion of the foreign population, now amounting to nearly twelve thousand. The council, who form an International Council, under the presidency of the senior, are in their turn responsible to the Ministers of the Powers at Peking, who exercise a veto on the proceedings of the Shanghai Municipal Government through the local consular authorities. The municipal council has no judicial functions, which are exercised by a variety of courts, each of the Powers retaining jurisdiction over its own subjects. For the British community, with a population of 4,000, there is a Supreme Court presided over by a chief justice. Besides having local jurisdiction at Shanghai, this court is the Court of Appeal from the decisions of British Consuls at the various treaty ports of China. For the litigation and trial of Chinese subjects living in the international settlement there is what is known as the Mixed Court, which is presided over by a Chinese magistrate, who is assisted by three assessors—one British, one American, and the other German. This court has recently come into conflict with the municipal council, owing to its maladministration of justice.

The complicated system of government described above can hardly endure much longer. Throughout the settlement there is a call for reform, and a desire to substitute a regular form of government for the present amateur arrangements. During the past five years the foreign population has nearly doubled, while the Chinese inhabitants residing within the European boundaries have increased by 100,000. There are nearly 12,000 foreigners and 450,000 Chinese in the settlement, the adjoining Chinese city containing 1,500,000 more. The Europeans—bankers, merchants, shippers, contractors—are too busy to find time for public duties, which can best be performed by a responsible government at the head of a trained civil service. British influence is at present in the ascendant, there being seven British members on the council and only three members of other nationalities. If it were possible by common consent of the whole foreign community to bring about a pacific coup d'état, and set up the present popular British Consul-General as governor, this would doubtless be the best way of dealing with a problem which is assuming acute dimensions.

At Shanghai the "yellow peril" is a living force of dangerous possibilities. "China for the Chinese" is the watchword of every society, and is the cry which gives expression to the universal sentiment of anti-foreign enmity. No one can go through the crowded streets of the native city of Shanghai without perceiving the intensity of that sentiment, which fills the minds of the vast Chinese population. Hatred of the foreign intruder—can be read in every face. There are some who live at Shanghai in the same fool's paradise as Englishmen and women lived in India, before the Mutiny; there are others who know they are resting on the edge of a volcano, but who remain at the post where their work and duty lie.—Daily Mail Overseas.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIAN,"
Captain Courlet, will be despatched for MARSEILLES on TUESDAY, the 16th October, at 1 P.M.

This steamer connects at Colombo with the Australian line s.s. *Danden* bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:
S.S. *TOURANE* 30th October.
S.S. *AUSTRALIE* 13th November.
S.S. *TOKIN* 27th November.
S.S. *ERNEST SIMONS* 11th December.
S.S. *CALÉDONIEN* 25th December.

G. DE CHAMPEAUX,
Agent.
Hongkong, 3rd October, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERICA
AND SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI"

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 20th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Marmara* due in London on the 1st December, 1906.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th October, 1906.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
<i>Shawmut</i>	9,600	E. V. Roberts	24th Oct.
<i>Tremont</i>	9,600	T. P. Garlick	20th Nov.
<i>Plutades</i>	3,753	F. G. Furlington	—
<i>Lyra</i>	3,417	G. V. Williams	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 4th October, 1906.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"ERROLL" 9th October.

"SHIMOSA" 27th

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 1st October, 1906.

AN APPEAL

THE SUPERIORESS OF THE ITALIAN
CONVENT, CANE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

WHISKY, FINE MALT

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

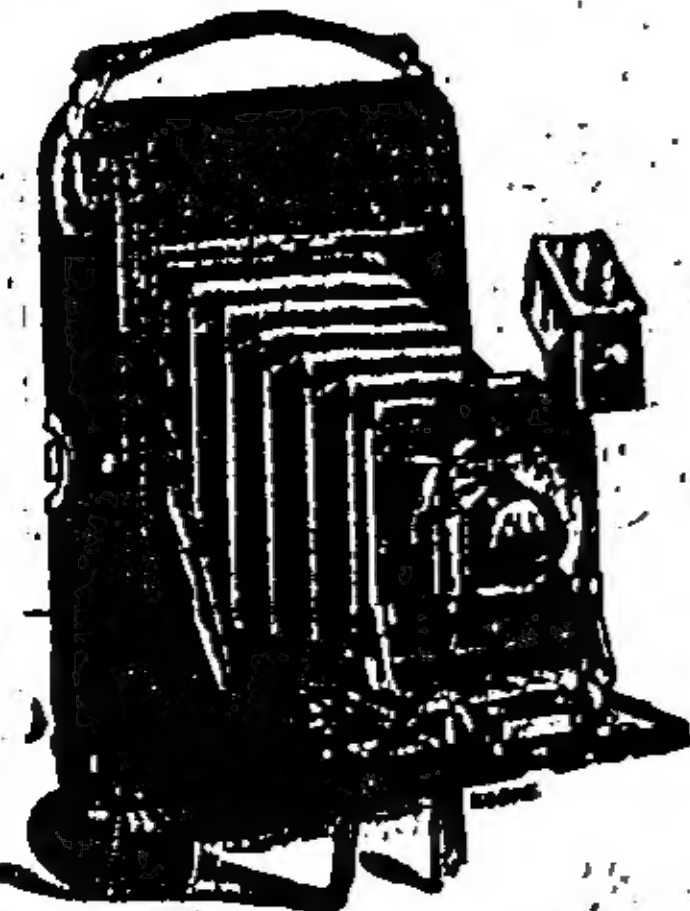
FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c. &c. &c.

Telephone 256.



DEPOT

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 15th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$250,000 \$12,750,000	\$1,712,472	{ £1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906	— 3/4 %	{ \$800 sellers London 4/95
National Bank of China, Limited	99,925	£7	£6	\$1,600,000 \$147,895	\$74,099	\$2 (London 3/6) for 1903	\$47
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	6 1/2 %	\$320
North China Insurance Company, Limited	10,000	£15	£5	Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16	6 %	Tls. 8 1/2 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$40,000 \$331,131 \$1,153,844 \$50,479 \$800,000 \$61,778 \$15,527 \$1,000,000 \$1,200,000	\$2,792,271	Interim div. of \$30 for 1905	4 1/2 %	\$775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$170 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$344,098	\$6 for 1904	6 1/2 %	\$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$1,200,000 \$1,200,000 \$1,200,000	\$422,618	\$25 for 1904	7 1/2 %	\$327 1/2 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000,000 \$5,000,000 \$5,000,000 \$5,000,000	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$2,500,000 \$2,500,000 \$2,500,000 \$2,500,000	Nil.	\$2 1/2 for year ended 30.6.1906	6 %	\$43 ex div.
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$144,386 \$120,000 \$280,958 \$3,999	\$5,464	\$1 for 1st half-year 1906	8 %	\$25 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	Tls. 40,000 Tls. 20,000	£2,452	10/- @ ex. 2/1 9/16 = \$1.69	6 1/2 %	\$74
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 400,000 Tls. 200,000	Tls. 23,156	{ Interim div. of Tls. 2 1/2 } { Interim div. of Tls. 1 1/2 } @ ex 2/10 15/16	9 1/2 %	Tls. 55 sellers
Do. (Preference)	100,000	£1	£1	\$4,144 \$5,000	£107,815	1/- (Coupon No. 6) for 1905	4 1/2 %	Tls. 50 buyers
"Shell" Transport and Trading Company, Limited	100,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$218	{ \$1.50 } for year ending 30.4.1906	5 1/2 %	\$20
Do. (Founders)	10,000	\$10	\$5	Tls. 32,957 Tls. 16,478		{ \$0.75 }	3 1/2 %	\$20
"Star" Ferry Company, Limited	10,000	\$10	\$5	Tls. 38,000 Tls. 19,000	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 %	Tls. 50 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 48,000 Tls. 24,000				
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$450,000 \$86,129	\$46,914	Final of \$15 making \$25 for 1905	15 1/2 %	\$157
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$132,588	\$3 for 1897		\$22 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04		Tls. 84 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$80,000 \$26,011	£13,355	{ 1/- (No. 6) interim div. for 12 months } ending 28.2.06	7 %	Tls. 10
Oriental Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	none	G. \$909,050	Final of 50-cents making G. \$1 for 1905	7 %	G. \$14 nominal
Faeb Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	£8,745	No. 12 of 1/- = 48 cents		\$8 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$50,000 \$65,160 \$20,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$94 1/2 sales
Hongkong and Whampoa Dock Company, Ltd.	60,000	\$50	\$50	\$49,500	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$152
New Amoy Dock Company, Limited	10,000	\$50	\$50	\$38,000	\$2,221	\$1 for 1905	5 1/2 %	\$17 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,210	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 105 buyers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 57,065 Tls. 30,000	Tls. 57,065	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 240 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	6 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year		Tls. 102
Astor House Hotel Company, Limited (Shanghai) ..	6,000	\$25	\$25	\$29,516	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$28 sales
Central Stores, Limited	24,000	\$15	\$15	none	\$4,719	{ \$2.40 on \$12 for 1905 \$7 on \$7 1/2 for 1905 }	13 1/2 %	\$18 buyer
Do. (new issue)	123	\$15	\$15	none		None		\$35 1/2 buyers
Do. (Founders)	123	\$15	\$15	\$68,975 \$19,075	\$10,057	\$5 for first half-year for 1906	8 1/2 %	\$115
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$50,000 \$19,075	\$10,057	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$109 sellers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$250,000 Tls. 29,783	\$67,839	Final of 6 % = 10 % for 1905	10 1/2 %	Tls. 15 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of \$6 making \$10	10 %	\$100
Hotel Metropole Company, Limited	7,000	\$100	\$100	none	\$4,699			
Humphreys Estate & Finance Company, Limited	110,000	\$10	\$10	\$208,386 \$50,000	\$5,070	80 cents for 1905	7 %	\$11 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$574	\$2 1/2 for 1905	5 1/2 %	\$59
Shanghai Land Investment Company, Limited	62,000	Tls. 50	Tls. 50	Tls. 869,493 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 95 sales a.m.f.
West Point Building Company, Limited	12,500	\$50	\$50	none	\$772	Interim div. of \$2 account 1906	8 %	\$50
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 75 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Co., Limited ..	175,000	\$10	\$10	\$110,000	\$21,660	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$13 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898		Tls. 67 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 83 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 327 1/2 sales
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	\$90 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£814	£856	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$1,000	\$1,097	\$3 for 1905	9 1/2 %	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904		Tls. 70 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	14 1/2 %	\$1,219
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,219	60 cents for year ended 28.2.06	6 1/2 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,584	80 cents for 1905	8 1/2 %	\$0.50
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$5,000 \$10,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17
Green Island Cement Company, Limited	200,000	\$10	\$10	\$500,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	10 %	\$30 sellers
Hall & Holts, Limited	21,000	\$20	\$20	\$180,000	\$20,893	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$23 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	{ \$1.00 } for 10 months ending 28.2.06	8 %	\$14 1/2 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	1st div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$215
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$80,000	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 %	\$236
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$61,000	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$28
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$88	Final of 50 cents making \$1 for the year	12 1/2 %	\$7 1/2 buyers
Maatschappij tot Mijl-, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 10,374	{ Third interim div. of Tls. 7 1/2 making } { Tls. 22 1/2 for a/c yr. ended 31.10.06. }	9 1/2 %	Tls. 240 sellers
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,324	None		\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	{ Interim dividend of Tls. 3 1/2 account } { 1906 }	6 1/2 %	Tls. 125 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000 Tls. 37,000	Tls. 9,751	Tls. 6 for 1904	12 1/2 %	Tls. 49 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 4,000 Tls. 24,820	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 134 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 95 buyers
Shanghai Waterworks Company, Limited	{ 7,200 7,200 7,200	{ £20 £20 £20	{ £20 £20 £20	Tls. 190,000	Tls. 85,592	{ Interim div. of 19/- for 1-year 1906 Interim div. of 5/- for 1-year 1906 }		Tls. 365 sellers Tls. 280 sellers
South China Mording Post, Limited	6,000	\$25	\$25	none	Dr. \$41,934	None		\$28 buyers
Team Laundry Company, Limited	20,000	\$5	\$5	none	\$1,134	50 cents for year ended 31.5.05	8 1/2 %	\$6
Watson Waterworks Company, Limited	3,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$25,000	\$752	{ 70 cents } for year ended 31.5.1906	8 1/2 %	\$8
Do. (Founders)	100	\$10	\$10			{ \$0.90 }	6 1/2 %	\$150
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$300,000 \$25,000	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13
William Powell, Limited	15,000	\$10	\$10	\$45,000	\$676	Interim div. of 50 cts. for the year 1905/6	10 %	\$10
DIVIDENDS PAYABLE.—								
Canton Insurance Co.						\$20.00		Oct. 20th.
Wm. Powell, Ltd.						\$ 0.30		" 25th.